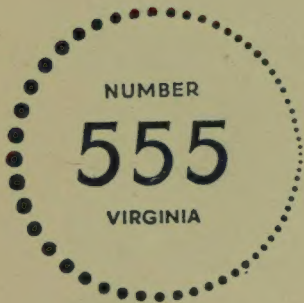


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THE ILLUSTRATED LONDON NEWS

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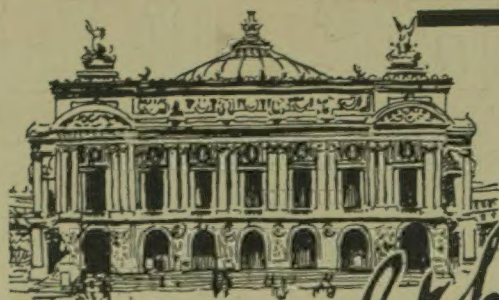
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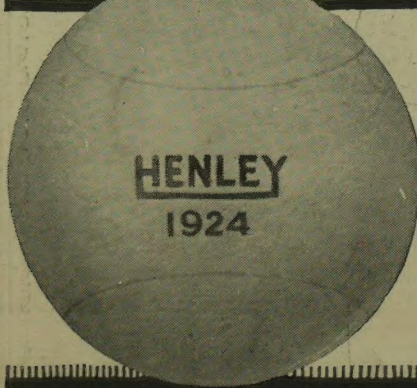
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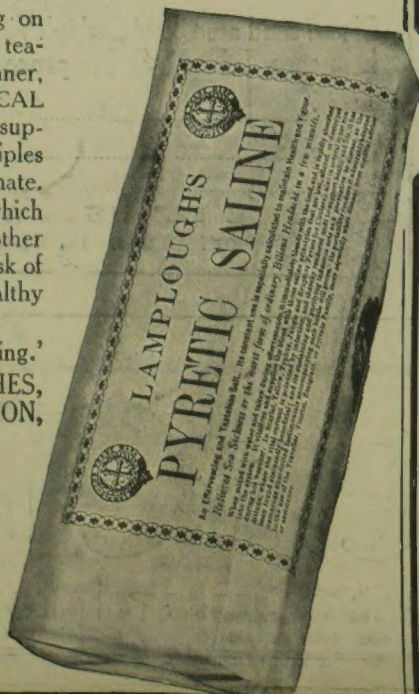
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Passengers who travel by either route may, if they wish, take the other route on the return journey. For example, passengers outward bound by the West Coast route from Euston may return by the Midland to St. Pancras, and vice versa.

Passengers who take tourist tickets may break their journey on either route.

Extra Summer Service from July 14

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THE ILLUSTRATED LONDON NEWS

REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST.

SATURDAY, JULY 26, 1924.

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WHILE THE REMEMBRANCE CLERKS KNELT: THE QUEEN SIGNING THE DEED OF CONSECRATION IN LIVERPOOL CATHEDRAL.

After the religious side of the impressive consecration ceremonial had been completed at Liverpool Cathedral, the practical and secular took place. The Bishop of Liverpool, having traced the cross of consecration on a pillar to the south of the sacarium, came with his attendants to the western end of the choir, near their Majesties' stalls. Five "remembrance" clerks (seen kneeling) bore in a table of silvery oak wood on which were a gold inkstand, a white quill, the ladle

for the seal, and the sand for drying the ink on the parchment, as was done in olden times. When the Chancellor of the diocese had read the "Sentence of Consecration," Dr. David inquired whether all was in order, and then signed the Deed of Consecration. The King signed next, and he was followed by the Queen. The other witnesses were the Archbishops of Canterbury and York, Lord Derby, Sir Frederick Radcliffe, Sir William Forwood, and the Lord Mayor of Liverpool.

PHOTOGRAPH BY THE "TIMES."

THE ROYAL VISIT TO LIVERPOOL: WELCOME AND DEDICATION.

PHOTOGRAPHS BY C.N., AND THE "TIMES."



ON THEIR ARRIVAL AT LIVERPOOL FOR THE CONSECRATION OF THE NEW CATHEDRAL: THE CITY'S WELCOME TENDERED TO THE KING AND QUEEN BY THE LORD MAYOR OF LIVERPOOL, IN ST. GEORGE'S HALL.



AFTER THE CIVIC WELCOME AND THE KING'S REPLY: HIS MAJESTY LEAVING ST. GEORGE'S HALL WITH THE QUEEN: AND FOLLOWED BY LORD DERBY, MR. ARTHUR HENDERSON, AND OTHERS.



THE CONSUMMATION OF THE CEREMONY OF CONSECRATION ON THE PRECEDING DAY: THE DEDICATION OF THE NORTH TRANSEPT OF THE CATHEDRAL AND THE CENOTAPH, ON SUNDAY, JULY 20.

When the King and Queen arrived at Liverpool on July 19, for the consecration of the new Cathedral, their Majesties went to St. George's Hall, where the Lord Mayor of Liverpool voiced the city's welcome. The consecration of the Cathedral followed in the afternoon. On the Sunday their Majesties again visited the Cathedral, that they might attend the dedication of the North Transept, as the Liverpool and District Memorial to sailors and soldiers who gave their lives in the Great War. In the transept in question is a Holy Table, carved and lacquered,

and below a simple reredos adorned with statues of a sailor and a soldier. In the centre of the transept is the Cenotaph, and, on the top of this, framed in bronze and protected by glass, is an illuminated roll, with the names of the 42,000 men of the Diocese of Liverpool and the Wirral there commemorated. The silk Union Jack which was upon the Cenotaph was withdrawn by Sir Arthur Stanley, Chairman of the Memorial Committee, and the Bishop of Liverpool then dedicated the transept and Holy Table and the Archbishop of York blessed the Cenotaph.

AFTER TWENTY YEARS: THE CONSECRATION OF LIVERPOOL CATHEDRAL.

PHOTOGRAPH BY C.N.



AFTER THE CEREMONIAL CONSECRATION OF THE NEW CATHEDRAL CHURCH OF CHRIST, IN LIVERPOOL:
THE KING AND QUEEN DRIVING FROM THE BUILDING IN PROCESSION.

The Cathedral was solemnly dedicated on July 19th, on the twentieth anniversary of the day on which King Edward VII. laid its foundation stone. The building itself, as our readers know from the photographs we have published from time to time, is very fine, and his Majesty was certainly not in error when he called it "This great and splendid achievement of modern architecture." Its architect is the newly knighted Sir Giles Gilbert Scott. He was twenty-one when he won the

competition for the best design for the Cathedral. The structure as it exists was not made according to the original plans, for in 1910 the architect produced an entirely new design for the main building. Indeed, as he said to an interviewer: "One's ideas are constantly changing, and the building is created gradually, much as coral insects build a coral reef. I have been influenced by Spain—a country, oddly enough, which I have never visited."



By G. K. CHESTERTON.

ONE thing that stamps a man as being really among the uneducated is the fact that he has a contempt for the illiterate. It is one unmistakable mark of insufficient education, and for obvious reasons. It denotes the dunce who has stuck at the alphabet and never really got beyond it—or at least never got over his surprise at getting beyond it. A.B.C. stands for Abracadabra; it was at first a mystery, and has at last become a spell or charm. But it is still a mystery in the sense that the man never gets behind it—never even thinks of getting behind it.

What is literacy? What are letters? They are a system of signals or arbitrary signs for conveying information by an accepted code, like semaphore signalling or the ancient art of heraldry. A mediæval military commander might be badly defeated through mistaking the colours and dispositions of blazoned pennons or feudal liveries. A modern military commander might be badly defeated through mistaking the messages sent by the waving of flags or the flashing of mirrors. A modern wage-slave in an industrial town would be very badly benighted and cut off if he had no printed messages to tell him of the world outside, from which everything comes and goes; where all his work goes and whence all his food comes; what are the wars for which his tea and tobacco are taxed, or what is happening in the countries from which his tea and tobacco come. It may be remarked that the simile of a signal, and the parallel with Morse or mediæval heraldry, is confirmed by the tendency to be more and more conspicuous and strike the eye from a distance. As shields and pennons were very boldly simplified and brightly coloured, that they might be seen across the battlefield, as modern signalling is abrupt and staccato, to be obvious when seen from afar, so our journalism is tending more and more to be a thing of posters and headlines, which a hurried people can appreciate at a glance and even at a distance. But a man is not a fool or a savage merely because he cannot blazon a shield or read a message in Morse. Anyhow, this is what reading and writing are—or what they are to men in a labyrinthine prison like London. They are big black-and-white signals standing up like railway-signals on the remote horizon, to tell people something about the world. The Londoner sees a hundred milk-cans delivered at Paddington Station. So far as the mere life of Paddington is concerned, he might have forgotten even what milk means. He might imagine the milk was manufactured with the can. Far away on the fringe of his horizon the cow, that fantastic animal, might have faded into a fabulous animal. Therefore, the alphabetical signals have to arrange themselves in certain angles and attitudes, and hail him from afar with the information that there is such a thing as a cow—COW, cow. If he did not know something about where his milk came from his baby might starve or be poisoned. He does not know much about it at best; but at least if he rose in revolt over his starved or poisoned baby he would rush about looking for a cow and not for a milk-machine. In short, the modern townsman is only a part of a complicated system—or, as was more unkindly said of the ancient tailor, he is only one-tenth of a man.

He does not understand a tenth or a hundredth part of his own life, his own livelihood, his own world. He would certainly be very ignorant if the newspapers told him nothing. As it is, he is only fairly ignorant, for many newspapers tell him lies.

In short, the man who makes the hundredth part of a pin needs newspapers to explain his own life to him. He has to be informed (or misinformed) about what he is doing and why he is doing it, and what is going to become of it. But the man with three acres and a cow does not need this information, at least in this sense. The man can milk the cow, and can, if necessary, drink the milk. He does not need a code of signals in the distance to tell him where milk comes from or where it goes to. He may be all the better for culture for other reasons, and he often has a fine culture of arts and crafts and songs and stories. But he possesses his whole life, as he possesses a whole cow and not the hind-leg of a cow. He does

identify with insufficient education. As a matter of fact, of course, all education is religious education—and never more than when it is irreligious education. It either teaches a definite doctrine about the universe, which is theology; or else it takes one for granted, which is mysticism. If it does not do that it does nothing at all, and means nothing at all, for everything must depend upon some first principles and refer to some causes, expressed or unexpressed. There is really nothing problematical in the problem of what was called a religious atmosphere in schools. There is a religious atmosphere of some sort in all schools, including the school in which the aged Jew taught the Artful Dodger the elements of his art. There is a religious atmosphere in every rabble in the street, for every practical traveller knows there will be differences between a Moslem mob and an Irish mob and a Puritan mob in the Middle West. There is always an atmosphere, for neither the soul nor the body can breathe in a vacuum. But the relevance of this religious education to the

question of reading and writing is really rather close. The point of the parable of the man with the cow is that he sees the whole round of human life, in however simple a form. For instance, he sees the whole economic process—land, labour, production, consumption, saving, capital, production again. But what is true of the science of livelihood is also true of the science of life. People say that such a peasant has a narrow sphere, that he lives in a small social circle. Oddly enough, they do not notice that the very mathematical metaphor they use involves the answer to what they say. In a sense there is no such thing as a narrow sphere or a small circle. One sphere is as infinite as another sphere. A small circle is quite as circular as a large circle. And in a very real sense this is true of the scale or smallness of a human life. A simple life may be compared to the infinite circle or the universal sphere, exactly in so far as it does contain the essential and eternal elements of human life; in so far as it sees clearly the beginning and the end and the centre—birth and death and the purpose in our creation.

The point about the mere proletarian of the towns is that he does not see his life as a circle, but only as a segment of a circle—or rather, as the segment of a curve which he does not even know is a circle. He does not even see the whole of his own life. He does not know where the lines of his own life go to, or whence they come. Hence he has not half so much chance of being a philosopher as if he were a ploughman. His philosophy of life cannot be a philosophy of experience, but only of the reports of experience. He tends to depend more and more upon those printed reports—that is, to depend more and more upon being able to read. He cannot afford to be as illiterate as Homer or as indifferent to books as St. Francis. He has to depend on newspapers as a commander at headquarters has to depend on code telegrams, and for the same reason—that he cannot be on the spot. But few will maintain that the wits of Homer and St. Francis were not very much on the spot. They, in their different ways, certainly managed to see life steadily and see it whole; they knew something of the first and the last things. The alphabet is very useful, but it is an error to identify the alphabet with that Alpha and Omega which is the beginning and the end.



THE CONSECRATION OF THE NEW CATHEDRAL CHURCH OF CHRIST, IN LIVERPOOL: THE KING AND QUEEN AFTER THE CEREMONY; WITH LORD DERBY AND MR. ARTHUR HENDERSON.

The King and Queen drove to Liverpool from Knowsley accompanied by Lord Derby and Mr. Arthur Henderson, and followed by carriages containing the Archbishops of Canterbury and York, Lord and Lady Salisbury, and other notables.

Photograph by Central News.

not need elementary education; he knows all about the foundations of life; and that great poet who wrote "Happy is he who knows the causes of things" added, concerning the farmer on his own farm, "Him shall not the clubs of the mob or the purple of the Kings appal," for he is free of all that tangle of tyranny and trickery; he governs himself. He deals with things and not merely with words; and when he does not read about things or write about things, it is because he does them. But he does a good many other things besides milking cows, as all the elaborate peasant arts of the world are there to testify. And the final outcome of all our own reading and writing, the last phase of our own literary and academic culture and good taste, has sent all the artists and aesthetes in the world dancing after the last rags of peasant embroidery and the dying echoes of the folk-song.

I was moved to meditate on these rather obvious truths by a correspondence in the *Westminster Gazette*, in which I disputed with others to whom they did not seem to be obvious. It arose indirectly out of the remarks of a very distinguished writer concerning religious education, which he seemed almost to

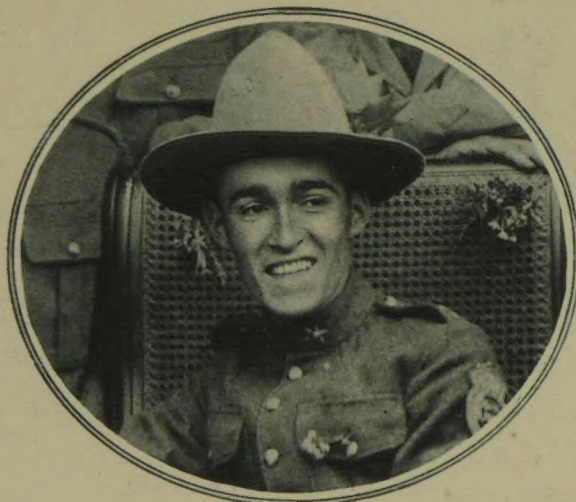
OUR ANAGLYPHS.

Readers who have not yet obtained one of the special masks for viewing our Anaglyphs in stereoscopic relief may do so by filling up the coupon on page 173, and forwarding it with postage stamps value three-halfpence (Inland), or twopence-halfpenny (Foreign), addressed to "The Illustrated London News" (Anaglyph), 15, Essex Street, London, W.C.2.

Won by a Nineteen-Year-Old Canadian: The King's Prize, at Bisley.



THE YOUNG WINNER OF THE KING'S PRIZE: PRIVATE DESMOND BURKE, CHAIRED AFTER HIS SUCCESS AT BISLEY.



THE KING'S PRIZE-WINNER: PRIVATE DESMOND BURKE, OF CANADA.



THE PRINCE OF WALES WITH THE WINNERS OF THE KOLAPORE AND MACKINNON CUPS: THE SOUTH AFRICAN TEAM, WHOSE TOTALS WERE 1115 AND 1074.

The sixty-first annual rifle meeting of the National Rifle Association produced the astonishing victory of the youngest competitor on the range, Private Desmond Burke. The King's Prize-winner, a youth of nineteen, is a student in chemical engineering at Ottawa, and has only been shooting for two years. He is a member of the Governor-General's Foot Guards, one of the leading Canadian.

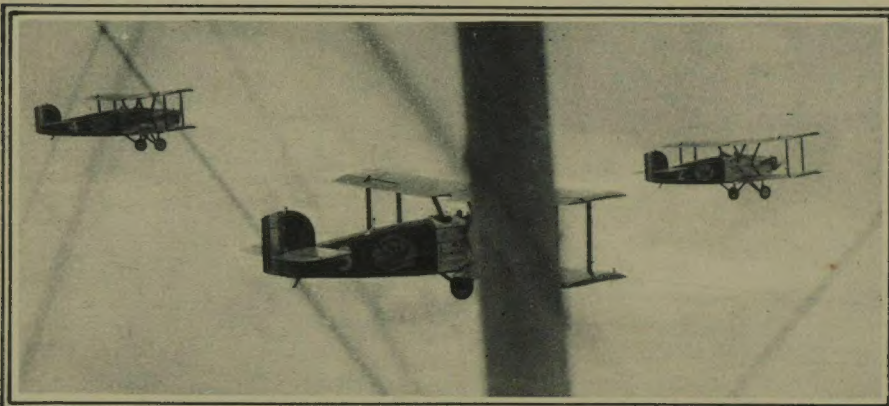


"IT WAS A REMARKABLE PERFORMANCE": THE PRINCE OF WALES CONGRATULATES PRIVATE D. BURKE (DECORATED WITH MAPLE LEAF).

volunteer regiments. There were several remarkable features of this year's "shoot": Private Burke was the first to win Bronze and Gold Medals at the same meeting; the first who, in winning the Empire's most coveted shooting prize, won the only first prize he has ever won. Not only this, but he is the youngest man who has ever won the King's Prize.

PHOTOGRAPHS BY PHOTOPRESS, AND PERSONALITY PHOTOS.

After Flying 18,000 Miles: The U.S. World-Flight Airmen at Croydon.



ON THEIR WAY TO CROYDON—AND A GREAT RECEPTION: THE THREE UNITED STATES WORLD-FLIGHT AEROPLANES CROSSING THE CHANNEL



RECEIVING CONGRATULATIONS FROM THE WIFE OF A FRIENDLY RIVAL: MRS. MACLAREN GREETING LIEUTENANT LOWELL SMITH ON HIS ARRIVAL.



RECEIVED WITH CHEERS AND AN OFFICIAL WELCOME: THE THREE DOUGLAS WORLD-CRUISERS ON THEIR ARRIVAL AT THE CROYDON AERODROME AFTER THE FLIGHT FROM LE BOURGET.

Arriving at Croydon from the neighbourhood of Paris, the United States Army airmen received a hearty welcome from a large crowd. The international courtesy of escorting the visiting aviators over the Channel fell to the London-Paris machine of Imperial Airways. Official greetings followed from officials of the

Air Ministry, the Royal Aero Club, and the Director of Civil Aviation. Mrs. MacLaren, the wife of the leader of the British world-flight, took the occasion to thank Lieutenant Smith, as representing the United States, for the help given to her husband in transporting his spare machine from Tokyo (see page 193).

PHOTOGRAPHS BY TOPICAL, C.P., AND AITKEN.

THE WORLD OF SCIENCE.

CONCERNING THE SAND-MARTIN.

By W. P. Pyecraft, F.Z.S., Author of "The Infancy of Animals," "The Courtship of Animals," etc., etc.

I HAVE managed to escape, for a brief space, from the seething turmoil of London, always irksome to me, to the quiet of the country. My sanctuary, a Norfolk "broad," is too small to be worth the notice of the ordinary holiday-maker, who seems to find boating on the Broads impossible without the distractions provided by a gramophone! Hence, for a while, I am in paradise! Being jealously guarded, birds reckoned "rarities," as well as more common species, can be kept under observation here all day long. Among the "common" species, I expected to find both the swallow and the house-martin, which, with the sand-martin, are just now much in my mind. But, to my sorrow, there are no house-martins here, and but two pairs of swallows are nesting in an outhouse. The rapid falling-off in the numbers of the swallow is a noticeable feature all over the country. It has been a matter for grave concern for some years, but no satisfactory solution of this lamentable state of affairs has yet been found.

The aspect in the life-history of the swallow-tribe which just now particularly interests me is that which concerns their nesting habits. As everybody knows, the swallow-tribe are, typically, builders of mud nests. Why, then, does the little sand-martin depart from the custom of his tribe, and laboriously drive tunnels into cliffs and sand-banks? When did this changed habit begin—and why? It is the more remarkable because

and feet, to find any evidence that it was a burrower. The rabbit affords a parallel case, for its feet disclose no evidence of this power of digging. The mole and the armadillo, on the other hand, are obviously animated digging machines. Their curiously modified feet and enormous claws proclaim this at sight. These differences we may put down to the fact that these creatures must dig for their very lives—thus



FIG. 1.—BEAKS USED FOR DRILLING BURROWS: SKULLS OF THE SAND-MARTIN AND THE BEE-EATER.

The digging instruments of these two birds are not adapted to the purpose by Nature, and are often worn to the bone. In the sand-martin (left), the only portion of the beak to be seen is that which lies in front of the nostrils, shown by the oblong hole. In each case, only the bony supporting skeleton is seen.

Photographs by Mr. E. J. Manly.

only may they eat. But with the little mouse-brown sand-martin and the rabbit, burrowing is but an episode in their lives.

There is only one other bird which can really be regarded as being an even more skilled burrower than the sand-martin, and that is the bee-eater. For this bird can, and commonly does, drive shafts into the level ground, almost vertically; though where possible, it will use a steep bank, like the sand-martin. Both alike have to kick out the debris dislodged by means of the feet; but how does the bee-eater contrive to do this, when the direction of the shaft is practically vertical?

The beak of the bee-eater, at first sight, would seem to be more suitable as a digging instrument than that of the sand-martin; for it is long and curved, rather like a pick in shape; but its legs are as short, and its toes as feeble, as those of its rival. Nothing less like efficient digging tools could well be imagined. That the beak is by no means as suited to the task of digging as it would seem to be is shown by the fact that it is often worn down to the bone by such labours. In the above photograph (Fig. 1), the skulls of these two birds are shown. But here, in the dried skull, the beaks look longer than they really are. All that is seen of this, in the sand-martin, is the portion which lies in front of the oblong hole which marks the position of the nostrils: though the mouth extends as far backwards as the level of the eye. But the tip of the beak is all that can be used in digging.

Save the sand-martins, the swallow tribe build nests of mud. This rather unpleasant material is

of a site for such nests, however, is by no means uniform; neither is their architecture. And still more striking is the fact that the natural building-sites are forsaken wherever man appears on the scene and erects dwelling-houses or barns, the eaves and rafters of which seem always to be more to their liking than the rocky ledges of cliffs. This choice may in part be due to the fact that man, invading their fastnesses, generally brings domesticated cattle with him, and these, in their turn, bring a plentiful supply of flies. Thus it is of advantage to migrate towards the source of the food supply.

As touching the architecture of the nest, our swallow, as everybody knows, builds an open nest, which is placed upon some rafter in an outhouse or cowshed. The house-martin, on the other hand, builds outside the house, under the eaves, making these a roof for the nest, which is entered only by a small hole in its rim. Here and there, kindly people, who like to encourage these useful birds, nail laths to the side of the house, and provide mud for the builders. So readily do they respond to such invitations that rows on rows of nests will often be clustered together. On the Bow River, Saskatchewan, the American cliff-swallow, belonging to the genus *Petrochelidon*, used to build their nests on the faces of immense boulders scattered about on the plain; masses of nests covered their surface. Then came the white man, with his



FIG. 2.—WITH A NESTING-HOLE DUG OUT OF A BANK: A SAND-MARTIN'S "NURSERY."

Though possessing the slenderest of feet and the tiniest of beaks, the little sand-martin drives a tunnel, six inches in diameter and from three to nine feet long, into a vertical cliff. The nesting-chamber thus formed is padded with dry grass and a few feathers on which the white eggs are laid.

it would be difficult to find a bird seemingly less fitted for such a task. And this because it has but the slenderest of feet and the smallest of beaks for such work.

Nevertheless, this engineering feat is performed with surprising skill. Choosing the vertical face of a bank of sand, gravel, or clay, the little sapper contrives to get a grip of the soil with his claws, and, supported by his tail, commences his task by pecking a circular depression. Presently this is enlarged to enable a more secure foothold to be possible, when progress is more rapid. As the material hewn away falls down, it is removed by the feet, and the work goes on till a tunnel, ranging from three to as much as nine feet, has been drilled, when a circular chamber is formed, some six inches in diameter, to form the nursery (Fig. 2).

This is always at a higher level than the tunnel, for drainage purposes. Sometimes a big stone is encountered when the work is half-way through. If this cannot be loosened and thrown out, the task must be abandoned and begun afresh. According to some accounts, the tunnels are longest where stones are most abundant. But this is a point demanding further observation.

There is another aspect in the life-history of the sand-martin which is worth noting. It would be quite impossible, from a mere inspection of its beak

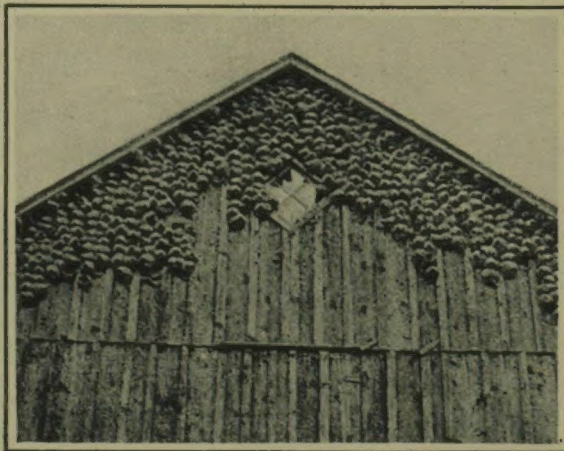


FIG. 4.—EAVES OF A SHED PREFERRED TO NATURAL SITES: HUNDREDS OF NESTS OF THE NORTH AMERICAN CLIFF-SWALLOW.

The flask-shaped nests of the North American cliff-swallow are affixed to the faces of cliffs until the white man comes with his buildings, when the natural sites are deserted for them. The photograph is of a shed in Saskatchewan.

gathered by the beak and formed in the mouth into pellets, which, mixed with the sticky secretion of the salivary glands, gradually complete the nursery, much as a house is built, brick by brick. The choice



FIG. 3.—WITH REMARKABLE TUBULAR ENTRANCES BUILT AGAINST A CLIFF-FACE: INDIAN CLIFF-SWALLOWS.

This species of swallow, the *Petrochelidon fluvicola*, builds peculiar nests like partially inverted flasks sticking to the faces of a cliff.

houses and out-buildings, and the natural sites were speedily deserted. The accompanying photograph (Fig. 4) shows a shed in Saskatchewan which has thus been taken possession of.

But the cliff-swallows, of which there are many species, build quite peculiar nests, inasmuch as they are bottle, or rather, flask-shaped, with long, tubular shaped entrances, such as may be seen in the above photograph (Fig. 3) of the Indian cliff-swallow (*Petrochelidon fluvicola*), which is here nesting on a cliff-face, after the ancestral fashion. But here, in England, the house-martin will sometimes choose the face of a cliff, in preference to the more usual eaves of a house.

Finally, there is one member of the swallow-tribe which has fallen from grace. This is the South American tree-martin (*Progne tapera*), which, wherever possible, usurps the huge mud nests of the little oven-bird, driving out the rightful owners. In course of time, one would have supposed, they would have had to return to more honourable ways owing to the extermination of their dupes, and the consequent absence of nests. But success does not always attend the efforts to drive out the builder of the nest, and thus the housing-problem is solved for them! Where there are no oven-birds they build in holes in trees, or sandy banks, or under the eaves of houses; but they seem never to miss an opportunity of playing the parasite.

WHITE INDIANS OF PANAMA: A MYSTERY OF THE DARIEN.

PHOTOGRAPHS BY TOPICAL.



PRESENTING A PROBLEM AS YET UNSOLVED: THE WHITE INDIAN CHILDREN BROUGHT BACK BY MR. RICHARD O. MARSH;
WITH DARK-SKINNED INDIAN ADULTS.

EXCEPTIONAL interest was aroused recently by the statement that Mr. Richard O. Marsh, leader of an expedition to the Darien district of Panama, had found there a race of blonde Indians. Wiring from Colon, Mr. Marsh said, as reported in the "Times": "I visited Ina Paguina, Chief of Chiefs, or King of the Darien. . . . At my request, Ina Paguina called a conference of all the chiefs of Darien. . . . I told them I wanted to see the White Indians that have existed in the Darien from time immemorial, long before the coming of the Spaniards. . . . The chiefs called in the White Indians. They came from the mountains, from secluded valleys and isolated islands. . . . They are numbered by the hundreds, if not by the thousands," Mr. Marsh took back with him the three White Indians seen in our photographs. The boys and the girl have golden hair, blue eyes, and white, tender skins. The boys are marked with "liver spots,"

(Continued opposite.)



WITH MR. RICHARD O. MARSH: THE WHITE INDIAN CHILDREN—THE BOYS
"LIVER-SPOTTED"; THE GIRL CLEAR OF COMPLEXION.

(Continued.)

but the girl is comparatively clear. Their gums are pink and their skulls are unusual in size and shape, being round and decidedly different from the typical San Blas Indians. The latest reports from America discuss disagreement as to the origin of these White Indians and the cause of their whiteness. At least three explanations have been advanced. One is that the children have a disease akin to the form of leucoderma known in the West Indies; another is that they are abnormal race types; and another is that their condition was brought about by endocrine disturbances; that is to say, by disturbances of the secretion of one or more of the ductless glands. Mr. Marsh's own idea is that they may be examples of a type of pseudo-Albinism. They are not pure Albinos—that everyone seems to agree in acknowledging. "The very important fact remains," he adds, "that in Darien we have a white race arising out of a brown."

From "Chaos" to Gas: A "Spirit" in Subjection.

IN the old, old days observers who were familiar with inflammable gas escaping from the earth, often bubbling from springs and streams, conceived it as a wild, untamable "spirit" or "breath"; and as "spiritus silvestris," gas of all kinds was known down to the days of Paracelsus (1493-1541). It was J. B. Van Helmont (1577-1644) who first appears to have inquired into this phenomenon, and to have given the "spirit" the name which persists to-day and is more specifically applied to a great and progressive industry—the Gas Industry. Van Helmont writes in one connection: "I have called that vapour Gas, being not far severed from the Chaos of the Ancients"; and again he says: "The live coal, and generally whatsoever bodies do not immediately depart into water, nor yet are fixed, do necessarily belch forth a wild spirit or breath. . . . I call this Spirit, unknown hitherto, by the new name of Gas."

These men of earlier days believed the "wild spirit" to be the same as atmospheric or "common" air, and Van Helmont, adopting the Greek word *chaos*, the atmosphere, gave the *ch* a pronunciation similar to the Dutch *g*, for he was a Dutchman. Hence *chaos* became, by a sort of corruption, "gas"; but the word did not come into popular use until between 1795 and 1808—some 150 years after Van Helmont invented it, and almost at the time of the introduction of gas lighting.

Not until the latter half of the seventeenth century was attention turned to the distillation of coal for the production of coal-gas. It was the Rev. John Clayton, Dean of Kildare, who, observing that the water in a ditch near Wigan "would seemingly burn like Brandy, the Flame of which was so fierce that several strangers have boiled eggs over it," dug down and found coal near the surface. Some of this he carried away and used in "an experiment concerning the *Spirit of Coals*" which was published in the "Transactions of the Royal Society," 1739-40. The historically interesting manuscript in which he communicated to the chemist Boyle the first record of the actual distillation of coal is in the British Museum. Clayton records how he collected the gas in bladders, which he used to prick with a pin and light for the diversion of strangers and friends, who were overwhelmed with surprise, "because no one could discern any Difference between these Bladders and those which are filled with common Air."

But though Clayton amused himself in this way, and though J. P. Minckelers, a professor at Louvain University, had in 1785 lighted his lecture-room with gas as an experiment, and Lord Dundonald in 1787 had illuminated the hall of Culross Abbey, it was left

Birmingham, in 1802, is a familiar story; but though, about 100 years after the discovery that gas could be distilled from coal, he demonstrated that it could be harnessed for the industrial and domestic needs of the world, he derived no benefit from his activities.

In 1802 a Frenchman, Lebon, exhibited in Paris an invention, patented in 1799, for making illuminating gas from wood; and F. A. Winsor, a German, vastly



WHEN GAS WAS UNPOPULAR: "THE GOOD EFFECTS OF CARBONIC GAS!"—A CARTOON OF 1807.

This cartoon was published shortly after F. A. Winsor, a German, had introduced gas-lighting into London, and had illuminated part of Pall Mall. He promised gigantic profits for the suppliers of gas-light, but, as the cartoon shows, there were then two opinions as to the enterprise!

impressed, tried to buy the secret process for Germany. When Lebon refused to sell, Winsor set to work and soon discovered how to make lighting gas from wood, peat, and coal. He came to England to exploit his invention, and demonstrated his methods at the Lyceum Theatre in 1804. Winsor then sought to secure sanction from Parliament to form a company to light the whole of England; but on the opposition of Murdoch and Watt the Bill was thrown out.

Winsor, however, was a persistent fellow. In 1807 he set up a few public street lights in Pall Mall to demonstrate his system, and, again approaching Parliament, secured in 1812 a charter to light a portion of London. The company formed for the purpose was called the Chartered Gas Light and Coke Company, which was the forerunner of the present Gas Light and Coke Company—the largest gas undertaking in the world.

Westminster Bridge was lighted in 1813, and parts of Westminster in 1814, and in 1816 gas became common in London. The outlook in many ways was brighter: one big town after another saw the manifold advantages of gas, and made haste to erect gasworks. Chemists and inventors began to turn their attention to gas, and it was not long before it was in general use in all the principal towns in the kingdom for lighting streets, shops, and public buildings; and the invention in later years of the Bunsen burner secured for gas a definite use as a heating agent.

Even the invention and development of the humble gas-meter, the subject of so much jest and object of so much solicitude, has a romance, for in the earliest days of gas lighting the quantity and cost of the gas supplied to the public were estimated, so an authority reminds us, by the number of hours during which it was consumed through burners of a certain size; and inspectors were appointed to make a round in certain districts at stipulated hours of the night to see that lights were extinguished according to contract—a method of charging which was very unsatisfactory and, as it is mildly put, "led to many complaints and disputes."

It is not strange, perhaps, that gas was only slowly adopted in private houses. Its very novelty made people timid; they thought the pipes were full of flame and feared explosions, and doubtless the careless fitting of many of the early supply pipes caused much discomfort and some danger. But the feeling of opposition to gas in the home steadily disappeared, and undoubtedly its desirability for domestic lighting was established towards the close of the nineteenth century, when Baron von Welsbach's invention of the incandescent "mantle" came into

use—a time that may be fresh in the memory of many of us.

The gas industry, starting from the humble beginnings here outlined, though it suffered many early trials, never looked back—and it is growing still.

Here in round figures is the position in the United Kingdom to-day: There are nearly 1500 gas supply undertakings, representing £162,000,000 invested capital, and employing 150,000 men. They make 270,000,000,000 cubic feet a year, from 16,000,000 tons of coal, and 46,000,000 gallons of oil; and they supply 8,407,000 consumers. There are in use 5,134,000 cookers and grillers, and 4,499,000 slot meters.

Though the ordinary consumer thinks mainly of gas from the point of view of domestic use and convenience, it must not be forgotten that gas has extensive industrial applications. Some 3000 trades in which gas is used for manufacturing processes are listed by the British Commercial Gas Association, of 30, Grosvenor Gardens, London, S.W.1; and this body is always willing to place its extensive experience of the use of gas in particular processes freely at the disposal of any manufacturer or works manager.

The magnitude of the Gas Industry is not to be judged solely by the supply of gas. The manufacture of gas results in valuable by-products—coke, ammonia, and tar being the most familiar to all of us. But these so-called by-products are products on which great industries have been founded: sulphate of ammonia for the farmer, benzol for the motorist, tar for the road-maker, and coal-tar and its derivatives for the dye-manufacturer and for explosives—are all sufficient reminders of the Gas Industry's steady contribution to national prosperity.

There are strenuous days in which we do our best to "take life easy." The busy housewife sees that she gets gas in her house because it abolishes early rising to make fires; cinders, soot, and ashes; smoky chimneys and sweeps; the big coal bill; filling scuttles and climbing dark cellar stairs; constant dusting; draughty rooms; cleaning and black-leading grates and ranges; uncertain cooking; cold baths; bad lighting; and many other things that make trouble for her. She keeps her youth because gas provides a cosy fire at once, and easily regulated heat for aged people and invalids; soft light, too; hot water as desired; easy cooking with even temperature—gas cooks everything from a boiled egg to a roast chicken or a birthday cake—and so easily, with no waste.

No longer is Gas the "untamable spirit." In the Palace of Industry at Wembley the Gas Exhibit



A CARTOON THAT WAS A SEQUEL TO AN EXPLOSION AT THE GAS-WORKS: "THE BLESSED EFFECTS OF GASS" (1813).

When Winsor founded the Gas Light and Coke Company in 1813, he stated that the plant was constructed upon principles which were constant and unerring in their operation. Shortly afterwards, however, there was an explosion at the works, with the result that an ignorant public became hostile, and looked upon the gas-makers as trafficking with the infernal powers.

to William Murdoch (whose bust may be seen in the Gas Exhibit at Wembley), an Ayrshire lad engaged in business in Cornwall, to demonstrate at Redruth between 1792-1802 the practical possibility of making on a large scale as an illuminating agent the gas distilled from coal. Murdoch's work, which ultimately enabled him to light his firm's premises at Soho, near



ONE OF A SERIES OF CARTOONS ON "LONDON NUISANCES": "ONE OF THE ADVANTAGES OF GAS OVER OIL" (1822).

Here, again, is a cartoon showing with what fear, mixed with sarcasm, gas was regarded when it was first used for lighting purposes. This particular cartoon, which is one of a series of "London Nuisances," by Richard Dighton, published in 1822, satirises the use of gas, and shows a tremendous explosion in the window of a chemist's shop.

admirably demonstrates the domestic and industrial uses of gas, and under the same roof, too, twenty-six other exhibitors rely on gas. Messrs. J. Lyons and Co. alone consume some 80,000 cubic ft. an hour, and the Amusement Park is brilliantly lighted by gas. Over 750,000 cubic ft., the consumption of a small town, is used in the Exhibition every day.

THE REVIEW OF THE FLEET: FLAG-SHIPS OF TO-DAY AND TO-MORROW.

PHOTOGRAPH NO. 1 BY ABRAHAMS; NO. 2 BY CRIBB.



TO SUCCEED THE "QUEEN ELIZABETH" AS FLAG-SHIP OF THE COMMANDER-IN-CHIEF OF THE ATLANTIC FLEET:
THE BATTLE-SHIP "REVENGE."



THE PRESENT FLAG-SHIP OF THE ATLANTIC FLEET: THE BATTLE-SHIP "QUEEN ELIZABETH"; COMBINING THE ESSENTIALS
OF BATTLE-SHIP AND BATTLE-CRUISER.

The King is due to review the Fleet at Spithead at two o'clock this afternoon (July 26). Practically all classes of ships in the Navy are represented, with a personnel of some 30,000 officers and men. The Atlantic Fleet is under the command of Admiral Sir John M. de Robeck, Commander-in-Chief, with Rear-Admiral William W. Fisher as Chief of the Staff. The Reserve Fleet is under Vice-Admiral the Hon. Victor A. Stanley.—The "Revenge," the thirteenth ship of the name since 1577, belongs to the "Royal Sovereign" class, and it is reported that after the review she is to take the place of the "Queen Elizabeth" as Flag-ship of the Atlantic Fleet. She was in the main battle-line at the Battle of Jutland, and, after the "Marlborough" had been torpedoed, the Second-in-Command

of the Grand Fleet transferred his flag to her at sea. The "Royal Sovereign" class marks a reversion to the battle-ship pure and simple. She burns oil only. The vessels of this class are fitted with bulges on their sides, to afford protection against torpedoes.—The "Queen Elizabeth," which has armour almost equal to that of a battle-ship, and a speed almost equal to that of a battle-cruiser, saw active service in the Dardanelles shortly after she was first commissioned, and later joined the Grand Fleet, with which, for the last two years of the war, she flew the flag of the Commander-in-Chief, Admiral Sir David Beatty. It was in the Admiral's cabin on board her that the German officers signed the surrender of the High Seas Fleet in November 1918.

BOOKS OF THE DAY.

By J. D. SYMON.

IN the Ages of Faith (not the Middle Ages, but the Middle Age of the nineteenth century) serious young persons who belonged to "mutual improvement societies" used to concern themselves with what they called "courses of reading." They thought that every subject had its heaven-predestined "course" of books suitable to a complete understanding of any given question, and it was a favourite sport of these students to write to some more or less eminent authority praying him of his charity to prescribe them "a course of reading." At least one distinguished literary man's life used to be made a burden by these unknown petitioners. He always refused, for he held "courses of reading" of this artificial sort to be a delusion and a snare. He was right.

For the dread purpose of examination, it is true, prescribed books are inevitable. But for independent reading the healthy plan is to let one book lead to another. A subject, gamely tackled, is its own best guide. The inquirer has not gone very far before he finds that all roads lead to Rome. Everything he takes up begins to contribute to the matter in hand, and the work, instead of being a dull and irksome grind along a marked-out track, becomes a sporting event. As sport Horace Walpole regarded it, and he found a name for the pastime, "serendipity."

The game takes many forms, and sometimes insists on playing itself even when the player has not any definite object in view. Books that may at first sight seem to be only slenderly connected, or not connected at all, have an odd way of throwing up passages mutually illustrative, so that a little out-of-the-way group declares itself and is scheduled in the reader's mind for future reference and use in a surprising and sometimes pleasing way.

To take a case in point: here are four books of which two might conceivably have something to say to each other, and might be considered, in a wide sense, as parts of a single subject; but the other two, read in close succession and more or less at random, came in, as it were, on a side wind of relevancy, all the happier that it was unexpected. The books are a history, a biography with a firm background of history, a novel, and a play. All these make good parallel reading because they are bound together by several connecting links of time, place, character, and subject-matter. These do not, of course, run consistently through the whole four; the biography and the history, although complementary rather than coincident in period, make the closest touch; but the historical and campaigning ground-work of the play finds a place and even detailed discussion in the history; while the play and the novel count kin in their portrayal of two women who, separated by five centuries, are symbolical of the spirit of France at a moment of national crisis. Severe critics may object that these links are too fanciful to be of any real value, and in an academic view the objection may be upheld; but our present purpose is anything but academic, and this tracing of resemblances, contrasts, and harmonies may give as much pleasure to some reader as it has given to the present writer. It may even lend an additional charm to books in themselves delightful.

The history has been noticed already on this page, but not so fully as to make a return to it superfluous. My present purpose is not, however, so much general as particular, and will refer only to those sections of the work which form an appropriate introduction to the biography, and, as that is the keynote of this article, I may as well name it without further preamble. It is "VAUBAN, BUILDER OF FORTRESSES," a translation from the French of M. Daniel Halévy, by Major C. J. C. Street (Geoffrey Bles; 6s.).

The father of military engineering came to his work when the horizons of research were widening. "The function of explosives in war," says M. Halévy, "was discovered and perfected throughout the sixteenth century. Walls were breached and disappeared, towers fell and were not replaced. In their place rose bastions of angular form with narrow angles to cover with their field of fire the widest possible space. Instead of building lofty battlements, to dominate the assailant, attack him from above and overwhelm him, there sprang up a dexterous method of calculating distances, trajectories, and tangents which left its mark in deep ditches and gradual glacis. Mathematics gained ground. . . . For this new profession a knowledge of all existing practice and science was essential."

For Vauban's forerunners let us turn to the history. The Barons of the Middle Ages did not take the field without their Master Artisans—their "Artillerists" they called them. These artificers invented guns and gunpowder, and the Master-Artisan of the armies became, in process of time, the engineer. The latter title was known to Shakespeare in the familiar passage which has become proverbial for the recoil of an artificer's device upon himself. To the work of the Master-Artisan in the Middle Ages there can be no better guide than the history already mentioned—Sir Charles Oman's "HISTORY OF THE ART OF WAR IN THE MIDDLE AGES," of which the revised and enlarged edition appeared earlier in the present year (2 vols.; Methuen; 36s.). In this fascinating work, the sections which deal with fortification, siege-craft, gunpowder and cannon, put the reader in possession of the old system of military engineering which Vauban's work superseded. From the fourth century to the ninth A.D.,

Sir Charles Oman reminds us, military architecture in the West had fallen into neglect, but between 850 and 950, under stress of the concentric attack from Viking, Magyar, and Saracen, all the peoples of Latin Christendom had been compelled to avail themselves, to the best of their power, of the resources of fortification. Hence the patching-up of countless Roman walls in every region between England and Apulia; hence, too, the erection of the palisaded *burhs* and *burgs* of Edward the Elder and Henry of Saxony, and the fencing in of the innumerable private strongholds of the feudal aristocracy of Europe.

But down to the eleventh century, stone-work was the exception and palisaded earth-works the general rule in all places where Roman works were not already in existence. These were utilised at London and Chester; but frequently they were too far gone for repair, and the tenth-century builder had to start afresh. In many cases mere ditches and palisades surrounded what had once been a city possessing a regular Roman *enceinte*. In the ninth century York and Lincoln were defended only by earth-works and stakes, not by solid masonry. Castle-building was not unknown in earlier ages, but the art had retrograded between 550 and 800, and it was long before stone castles came into general use.

In England the private fortress did not exist until the coming of the Conqueror. The great castle-building age of the Normans was the twelfth century, to which belong such splendid examples as the keeps of Rochester,



A CONCEIT OF THE EARLY FIFTH CENTURY B.C.:
A GREEK COCKLE-SHELL VASE.

This terracotta vase in the form of three cockle-shells "dates from the best period of Athenian vase-painting; for the mouth and handles are covered with black glaze of good quality, and around the top of the lip is the familiar inscription, *ὁ παῖς καλὸς ναί*, 'handsome youth indeed.' The shells are astonishingly naturalistic, with the ridges and markings beautifully rendered, and the preservation is excellent, which adds to its attraction. A similar piece with a different grouping of the shells was found at Eleusis and is now in the Museum there. Only the top of it is preserved, and this bears the signature of the potter, "Phintias." Possibly this was also made by him.

Photograph by Courtesy of the Metropolitan Museum of Art, New York.

Dover, Porchester, Castle Headingham, and Norwich. In all of them the square keep, even if originally the main or only fortification, became in time part of a system of outer works. Far more usual was another type, the shell-keep, consisting of a ring of fortification surrounding an open court. It is a regular evolution from the old palisaded mound-castle which had gone before it. Of this evolution Berkeley and Arundel are good specimens.

When the Crusaders came to study the splendid fortresses of the Eastern emperors, they brought back to the West the idea of double and triple defences round the core of the fortress, with towers set at intervals in the curtain of the walls. *Cœur de Lion's* Château Gaillard owed much to the East; but Richard introduced several details of his own invention. These features of mediæval defence persisted until gunpowder made the fall of strongholds a matter of days rather than months. In the fourteenth century the change began; in the fifteenth it was fully developed; in the sixteenth the feudal stronghold had become an anachronism.

The sixteenth century was fifty-one years dead when Sebastian Le Prestre Vauban began his service at the age of seventeen. He was the son of Urbain Le Prestre, lord of Vauban, whose commercial and legal ancestors had come by the title of esquire through purchase of land. "Vauban," said Saint-Simon, "was a typical country squire of Burgundy, and with regard to his ancestry, nothing could be shorter, newer, duller, or of less importance." Until he was seventeen, Sebastian had never left his native village, but in 1651 he became a cadet in Condé's regiment, having, as he himself says, a fair smattering of mathematics and fortification, and being at the same time a passable draughtsman. These accomplishments Condé detected at once, and set the young cadet to work on the fortifications of Clermont-en-Argonne. Vauban was not long in showing his mettle, not only as

a builder, but as a bold campaigner. An exploit—the swimming of the Aisne under fire—brought him the offer of an ensign's commission, which he was too poor to accept. Later he was taken prisoner by the Royalists, but managed his surrender so cleverly as to wring good terms from his captors. This feat brought him under the notice of Mazarin, who sent for him, and won him easily to the Royal cause. From that day Louis XIV had no more faithful or brilliant servant than Vauban.

If the great engineer's ancestry was "dull," his career certainly was not. Louis, a hard taskmaster, never gave Vauban a moment's repose. For twenty years he seldom saw his home. The King grudged his officer even the leisure to be ill. Vauban's health, like Marlborough's, was often poor, but he fought on indefatigably—always on the move, north, south, east, west—and, being tough of constitution he survived by one year the three-score-and-ten. In those busy years, during which he made France one vast stronghold, "he fortified the Pyrenees and the Alps; Catalonia and Dauphiné are impressed with his seal; his plans completed the Canal des Deux Mers. His works have survived the passage of two centuries. His bastions overlook the plains of Flanders; they are reflected in the waters of the Mediterranean." From Huningue to Dunkirk (Dunkirk was the apple of the engineer's eye; his masterpiece) France retains the lines of Vauban. But in these days of high explosives and long-range guns, it may be asked, are not his works obsolete? His actual defences of towns, it is true, are no longer impregnable, but he still prevails. M. Halévy reminds us in how interesting a manner this is true.

"Is it," he asks, "generally known that Vauban was one of the defenders of France in the late war? As builder and Governor of Dunkirk, Vauban had designed his sluices to inundate the low lands of Nieuport and Dixmude. His scheme was employed after the lapse of two centuries. The engineers of 1914 made use of the sluices of 1680, and the frontier was closed. In more than one spot the works of Vauban, built on the edge of the floods, were the targets of German shells, and their venerable bricks and grassy slopes protected the soldiers of France."

M. Halévy gives not only a vivid account of Vauban's tremendous labours, but also a broadly human picture of the man. The creator of the Corps of Engineers had a blunt yet most attractive personality. "Never," said Fontenelle, when he pronounced Vauban's eulogy before the Academy, "never have the traces of Man's Pure Nature been better marked than in him. . . . His nature was like a happy instinct, so prompt that it forestalled argument. He despised that superficial politeness which pleases the world and which often hides so much harshness, but his kindness, his humanity, his liberality, made for him another and rarer politeness which was entirely of his heart." In his old age his concern for the growing misery of the French people—Vauban saw with a prophetic eye the causes that were leading on the Revolution and the Terror—led him to write a book that cost him his favour with the King. That broke him, but he died sticking to his guns. This book, like its subject, is wholly admirable—a great and worthy romance of practice.

The same is true of our play and our novel. In the preface to the play we read of the heroine: "She was the daughter of a working farmer . . . she talked to people of all classes . . . without embarrassment or affectation and got them to do what she wanted when they were not afraid or corrupt. She could coax and she could hustle, her tongue having a soft side and a sharp edge. She was very capable: a born boss. . . . She was a thorough daughter of the soil in her peasant-like matter-of-factness and doggedness, and her acceptance of great lords and kings and prelates without idolatry or snobbery, seeing at a glance how much they were individually good for. . . ."

With very slight modification, nearly every word would apply to the heroine of the novel. For "great lords," etc., read "army officers and public officials," and allow some of these with whom the girl got her way to be both afraid and a little corrupt, but otherwise the two heroines answer to the description. Madeleine Vanderlynden in the novel could use means of persuasion to which the other girl would never have condescended. But they are alike in this—Madeleine "did not want any Englishman or anything English." "Joan objected to foreigners on the ground that they were not in their proper place in France." Both were Nationalists, the earlier of them a pioneer of that enthusiasm, before it had found a name.

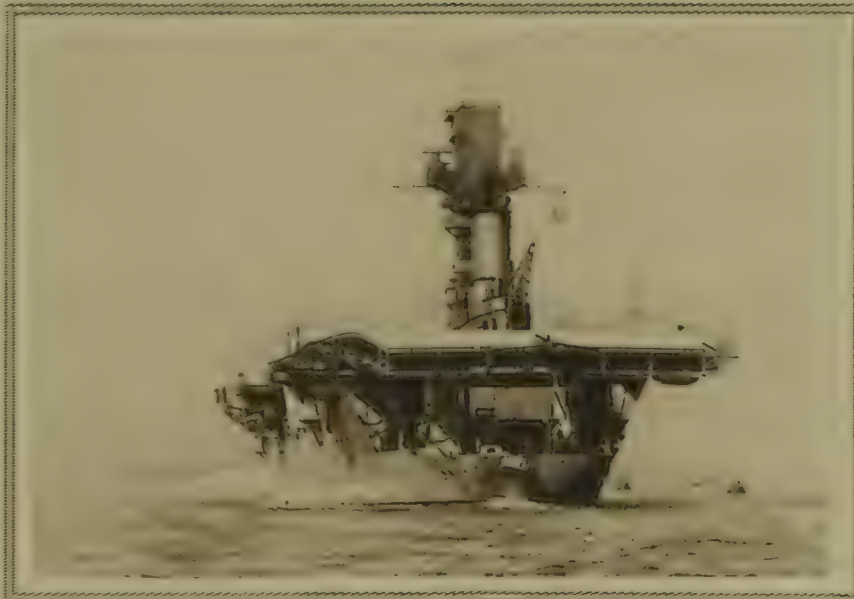
These two types of French womanhood (nay, of France), though widely separated in time, march curiously abreast in their imaginative presentation. The one is "SAINT JOAN," by Bernard Shaw (Constable; 6s.); the other, the Flemish girl who makes so strong an appeal to our interest and sympathy in "THE SPANISH FARM," by R. H. Mottram (Chatto and Windus; 7s.). It is a war-novel unlike any other war-novel and a work of extraordinary merit, alike in idea and in handling.

"FREAK" SHIPS OF THE SPITHEAD REVIEW: NAVAL AIRCRAFT-CARRIERS.

PHOTOGRAPHS NOS. 1, 2, AND 4 BY CRIBB; NO. 3 BY ABRAHAMS.



NEWLY COMMISSIONED: THE AIRCRAFT-CARRIER "HERMES"—
THREE-QUARTER STERN VIEW.



WITH A CLEAR LANDING-DECK: THE AIRCRAFT-CARRIER "ARGUS"—
A STERN VIEW.



WITH NINE SEAPLANES ON HER FLIGHT DECK: THE "HERMES"; WITH BRIDGE AND FUNNEL ON ONE SIDE OF THE SHIP TO ADMIT OF A CLEAR DECK.



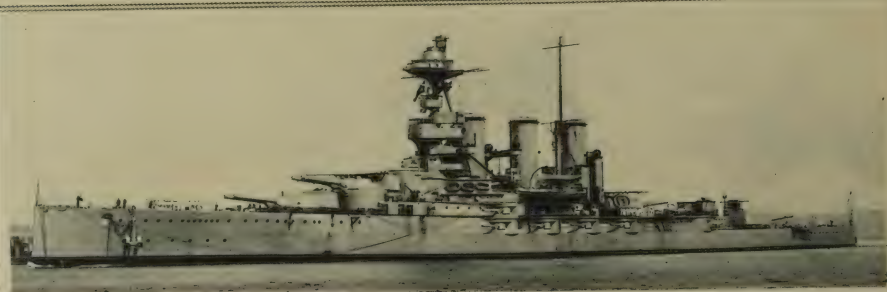
WITH A LANDING-DECK CLEAR OF ALL IMPEDIMENTA, THE FUNNEL SMOKE BEING EMITTED AFT, UNDER THE FLYING DECK: THE "ARGUS."

The Aircraft-Carrier "Hermes" is a newly-commissioned ship of high speed. The fact that her bridge and funnel are on one side of her, in order that she may have a clear deck for the taking-off and landing of aeroplanes, gives her a most curious appearance. — The "Argus" Aircraft-Carrier has a landing

deck entirely clear of impedimenta. Her funnel smoke is emitted aft, immediately under the flying-deck. It is intended to hold a series of aircraft manœuvres over the Fleet while his Majesty is at sea. The "Hermes" is the fifth naval vessel of her name since 1798; the first "Argus" dated from 1799,

THE FLEET IN BEING AT SPITHEAD: SHIPS OF

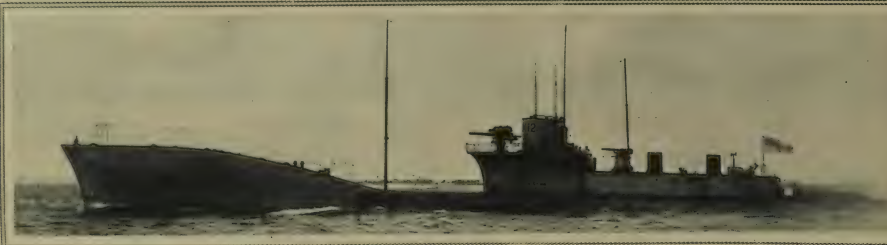
PHOTOGRAPHS NOS. 1, 2 AND 4



A FIGHTER AT THE BATTLES OF JUTLAND AND THE DOGGER BANK: THE BATTLE-CRUISER "TIGER."



FLAG-SHIP OF THE REAR-ADMIRAL COMMANDING THE DESTROYER FLOTILLAS: THE LIGHT CRUISER "COVENTRY."



WITH HIGH SPEED, ENABLING HER TO WORK WITH THE FLEET: THE SUBMARINE "K 12."

The battle-cruiser "Tiger" served during the war in the Battle-Cruiser Force, and suffered many casualties in the Dogger Bank and Jutland battles.—The "Curacoa" is drawn from the vessels of the "C" class light cruisers. During the last year of the war, she flew the pennant of the Commodore, Harwich Force; and she took part in one or two small destroyer engagements and struck a mine in the Baltic after the war—in June 1919.—The "Coventry" is a light cruiser of the same class as the "Curacoa," and was with the Harwich Force during the latter part of the war.—The destroyer "Westcott" is

THE "SURE SHIELD" REVIEWED BY THE KING.

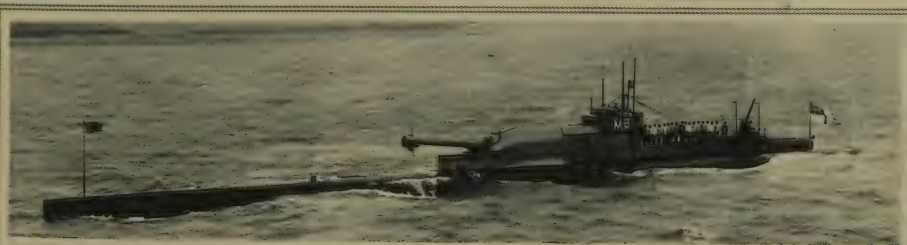
BY ABRAHAMS; NO. 3, BY CRIBB.



FLAG-SHIP OF THE REAR-ADMIRAL COMMANDING THE SECOND LIGHT CRUISER SQUADRON: THE "CURACOA."



OF THE SIXTH DESTROYER FLOTILLA: THE "WESTCOTT," WHICH JOINED THE GRAND FLEET TOWARDS THE END OF THE WAR.



WITH A 12-IN. GUN; FOR BOMBARDING OR ENGAGING LIGHT CRUISER OR DESTROYER: THE SUBMARINE "M 3."

one of the Atlantic Fleet destroyers which joined the Grand Fleet a few months before the end of the war.—The "K" class of submarines have a high speed which enables them to work in company with the Fleet. Their high bow gives them extra sea-worthiness on the surface, and helps in diving.—The "M" class are fast under water, but their surface speed is not sufficient for them to keep company with the Fleet. Each is fitted with a 12-in. gun, taken from a ship of the old "Edward VII." class. They can be used for bombarding, or for engaging a light cruiser or a destroyer.

The World of the Theatre.

By J. T. GREIN.

"THE BARN."—THE EMPIRE AS VARIETY THEATRE.

THAT little "Drawing-Room Theatre," which I outlined in this page some months ago, is going to materialise—in fact, it does already exist—at 40, Hamilton Terrace, the domicile of the well-known architect Mr. Morley Horder. His daughter, Miss Barbara Horder, and her friend, Miss Loti Ford, both young and clever actresses full of ambition, had the happy thought that a garage in the back garden would be eminently suited for turning into a miniature theatre. So the master-builder set to work; there was planning and planning; walls were pulled down, and presently the garage became a fully-equipped little theatre, to seat about eighty, with a stage suitable for one-act plays, or greater works of small compass, such as "Ghosts," "Aimer" (by G raldy), "The Mollusc," etc. The dressing-rooms are on the first floor; the curtains slide sideways; the lighting apparatus is perfection in a nutshell; the spinet in front of the stage brightens the *entr'actes* with duets of old English songs. Miss Barbara Horder does all the scenic work herself, and, by a clever combination of curtains and backgrounds, she knows how to create the right atmosphere. She does not paint her scenes, but with great skill she cuts them from coloured paper; and so striking is the effect that in the Strindberg play, "The Stranger," which was the *pi ce de r sistance* of a triple bill the other day, we had a typical vision of a moonlit Scandinavian village. It was as idyllic as if it had sprung from a

will be no ponderous committee, so no laborious formality to get a play accepted. They have a few good counsellors among their friends, who will help in the formation of the repertory; they have their eye on an expert producer; and, as for actors—well, as usual when there are good parts going, the young

Still, some of the old halls flourished, and, wise in his generation, Sir Oswald Stoll perceived that the *client le* of the halls would remain faithful and not be lured away by the cinema if they got but value for their money. He reopened the Alhambra, and many wise people shook their heads. Would he make the "white elephant" that had gone through so many vicissitudes pay. Was the Coliseum, practically over the way, not in itself a rival? Would there be people enough to fill the great house in Leicester Square three times a day?

Sir Oswald gave a conclusive answer to this question. He selected his programmes with great care: he was always ready for something new; he believed in changes of programme week by week; and from the first the Alhambra, itself again, attracted the crowd. It has returned to its palmiest days. And here there is something to be observed which in itself is remarkable and peculiar to London—something which could not be tried in any other capital in the world. The Coliseum and the Alhambra became allied, in spite of their competition; in other words, some "turns" would be one week in the bill of the former and the next vice-versa. It seems incredible that such policy would prove remunerative. Yet it did; both houses flourished; and the explanation is that, within a

stone's-throw of distance, there are different worlds in London. The Alhambra has its *client le*; the Coliseum has another; they may like the same thing, but they do not frequent the same place.

Now the Empire has reverted to the old r gime—a wise move of Sir Alfred Butt's. It is an ideal place for variety, ballet, and such kind of entertainments; whereas, as a theatre it is a less promising proposition. Somehow at the Empire, unless a play or an operette is intensely effective, there is no real contact between the performers and the auditorium. It is difficult to explain, but it has been abundantly proved. A star turn at the Empire stage will go down much better with the public than, say, a crowded operette scene. There is something in the focus which



THE STUDIO SCENE IN THE MUSICAL COMEDY OF BOHEMIAN LIFE AT THE LYRIC: MR. HARRY WELCHMAN AS BONNI (FIFTH FROM LEFT), AND MISS PHYLLIS DARE AS YVETTE, IN "THE STREET SINGER."

"The Street Singer," the successful musical comedy at the Lyric, is set in the Quartier Latin, and tells the story of Bonni, the unsuccessful artist, who is loved by Yvette, the street singer. Yvette, however, turns out to be a duchess in disguise. (Photographs by Foulsham and Banfield, Ltd.)

generation is ready in such force that it becomes almost an *embarras de richesse*.

So much for the organisation. Now comes the practical side. Here is, at last, a theatre where pioneering work can be done with the smallest possible outlay. Miss Horder will do the scenic work as before; furniture and props can be borrowed from friends; costumes, if need be, can be made upstairs on the premises by a needle-woman. If there will be seventy-five members at a guinea each—and more the place will not hold, except by standing-room—there will be enough and to spare for four performances in the winter season. It sounds like the Millennium—four artistic performances complete, and all for less than a hundred pounds! It reminds one of the good old days in Paris, when Antoine, then an employee in the gas-works of the city, started his *Th  tre Libre* at 96, Rue Blanche, also a kind of barn, with results that have become theatrical history.

Of course, "The Barn" will be faced by two possible difficulties—the smallness of the stage and of the auditorium. The former can be met by careful selection of plays: the spectacular must be avoided, the "intimate" cultivated. It seems easy; the world is full of good plays of few characters that have never been heard in England. The latter—the limitation of the audience—seems rather an advantage than an obstacle. If the work is worthy of the cause, the best advertisers of "The Barn" will be those who have to remain outside, because they elected to wait and see, and found that the members' roll was closed. Nor do the directors wish to make their little theatre modish: a fashionable thing for people who have no real love for the theatre, but would subscribe in order to be "mentioned" among "those present." Their aim is to reach the many through the few. If they succeed by their efforts to pilot a good play to the regular stage, well and good; if not, they will be content to deserve well of the drama by their unswerving fealty to Art for Art's sake.

The reopening of the Empire as a Variety Theatre is a sign of the times. A few years ago it was said that the music-hall was on the wane; that there was lack of talent; that the revue, at large or in tabloid form, would overwhelm the "turn" and absorb it and executants; lastly, that the embargo on artists of late enemy countries led to attenuation of the programme. There was not enough talent to go round, in fact, and competition in the form of Co-Optimists and such-like threatened a further decline of the time-honoured music-hall. To some extent these arguments held water: for a period there was undoubtedly stagnation, and the quality of the programmes showed a certain decline. The old "turns" kept on turning up and there was not enough variety in Variety.



FRANCOIS AND VIOLETTE IN "THE STREET SINGER": MR. A. W. BASKCOMB AND MISS JULIE HARTLEY MILBURN. Mr. A. W. Baskcomb, the admirable comedian, is seen to advantage in the role of Francois, the misogynist, in "The Street Singer," and has had a great success with his entertaining song, "Ow I 'ate Women."

Nuremberg toy-box. The other two plays on that occasion were a duologue by Mr. Clifford Bax and "Trifles," an American rural drama by Miss Susan Gaspill. In all three Miss Horder and Miss Ford took the leading parts, and proved that they are versatile and endowed with the gift of characterisation. There was a distinguished audience, which followed the performance with keen interest, and such was the success that then and there it was decided to form a new club, probably to be called "The Barn Theatre," for the production of new plays, English and foreign, that would perhaps not find their way to the regular stage, yet be well worth doing.

It so happened that Mr. Gilbert Chesterton was among those who crowded the little house, and, as no well-ordered dramatic society starts without a shining name in its pennant, he was approached on behalf of the two directing spirits to be the patron saint of "The Barn." He said: "I am not a saint, but I will be the patron." So the new enterprise had found its corner-stone, and the plan of campaign and the recruiting of members could begin. It seems a promising start. The name of Mr. Chesterton will attract members, and the enthusiasm of the two young promoters promises the rest. They are constantly adding plays, and are willing to scan more. There



IN THE TITLE-R  LE OF THE LYRIC SUCCESS: MISS PHYLLIS DARE AS "THE STREET SINGER."

Miss Phyllis Dare sings, acts, and dances delightfully as Yvette, in "The Street Singer," and makes a charming person of the art-loving duchess, who masquerades as the singer in order to win the love of the artist Bonni.

intensifies the one and seems to blur the other. That the Empire will reconquer its old success is a foregone conclusion. It would achieve it if only the visitors to London patronised it. To the country cousin, the Colonial, the foreigner, there is a kind of magic in the name of the Empire—something of "seeing life" in Leicester Square. True, the Promenade is no more, but something of the old glamour remains; and with Sir Alfred, who understands the public of the world, at the helm, there is no doubt that the Empire will once more become the rendezvous of elegance and fashion—as the old showman used to advertise when London was a very gay city.

THE CORONATION STONE OF DESTINY: A REMOVAL TO SCOTLAND?

DRAWINGS FROM "THE ILLUSTRATED LONDON NEWS"; PHOTOGRAPHS BY LAFAYETTE AND RUSSELL.



THE EGYPTIAN LEGEND: THE STONE OF DESTINY BEING TAKEN FROM EGYPT BY GAETHELUS, FOUNDER OF THE SCOTTISH NATION AND HUSBAND OF SCOTA.

2
 claimed to be Englishmen who put honour first, to weigh well his statement—which was not his (laughter), but taken from Professor Tytler's works on the history of Scotland (and this was why Scotsmen were so anxious to get the stone back to Scotland)—that Edward I. considered that when he took the stone to Westminster he had taken Scottish independence with him. The stone was a symbol of Scottish nationhood. It was a venerable relic and Scotland had tried time and time again to get that venerable stone returned to Scottish soil. . . . After the Battle of Bannockburn in 1314, when Robert Bruce completely defeated the English; they sued for peace. By the Treaty of Northampton in 1328 . . . the stone and other relics should have been restored to Scotland. The reason given for the stone's not being returned was that the sentiment of London was against it.

"Lord Apsley (Southampton, U.) said that the mover of the Bill was following the ecclesiastical and monastic tradition which stated that the stone was brought to Scone by Kenneth
 [Continued in Box 3.]



LEGENDS OF THE STONE: AS JACOB'S "PILLOW" AT BETHEL; DEDICATED TO EDWARD THE CONFESSOR, AT WESTMINSTER; AS SCHOOLBOY'S SLEEPING-PLACE.

1
 IN the Parliamentary Report of the "Times," by whose courtesy we reprint it, the following appeared last week under the heading, "The Stone of Destiny": "Mr. Kirkwood (Dumbarton Burghs, Lab.) asked for leave to bring in a Bill to provide for the removal of the Scottish Stone of Destiny from Westminster Abbey to Holyrood Palace, Edinburgh. He said that according to tradition this was the stone that Jacob had for a pillow at Bethel. . . . It was taken by Jacob's family into Egypt, or, according to the Bible at that time, into the land of Goshen, and it was in the possession of the Kings of Egypt for a considerable time. It was taken from Egypt to Ireland; it was on Tara's Hill 700 years B.C. That was according to tradition; he did not know whether it was true or not. What he did know was that the stone was Scottish sandstone. It lay at Scone for about 500 years, until there was a quarrel betwixt Bruce and Baliol, and Edward I., called 'the Hammer of Scotland,' was brought in to arbitrate betwixt the two. Edward went to Scotland as arbiter and called in all the evidence, searched all the archives of Scotland, and took all these with him to England along with the stone. . . . He asked members who
 [Continued in Box 2.]



IN ITS PLACE BELOW THE SEAT OF THE CORONATION CHAIR: THE STONE IN WESTMINSTER ABBEY.

3
 McAlpin—(Mr. Pringle—"No relation of the contractor")—and that it had been presented to him by a legate of the Pope in reward for his having converted Scotland to Christianity. . . . As regards the interesting point which he raised that the stone was Scots red sandstone, he might say that he had had to sleep many uncomfortable nights on the Hill of Bethel, and it was there also red sandstone. Fortunately for the Hon. Member and his point of view there were other traditions, and most of the more credible chronicles of the Middle Ages stated clearly that the stone was brought to Scotland by Fergus the son of Eric, who came over from Ireland with the Dalriads and founded the kingdom of Albania, which was afterwards called 'Scotia,' or Scotland, and that he brought the stone with him. Both in Scotland and Ireland local traditions stated that the stone was in the possession of the Scots long before their conversion to Christianity, and a pagan account of the origin of the stone was that the god Odin, being vexed with a fellow deity who had been making eyes at his wife, threw the stone at his head (laughter), but fortunately for him it missed him and it fell among the Scots (laughter), who revered it ever after
 [Continued below.]



FOR THE REMOVAL OF THE STONE TO SCOTLAND: MR. DAVID KIRKWOOD.



AGAINST THE REMOVAL OF THE STONE TO SCOTLAND: LORD APSLEY.

Continued.]

as a symbol of what might possibly happen to a mere mortal who might be guilty of a similar offence. . . . Coming to more modern history, Mr. Kirkwood had rightly stated that Edward the First took the stone from Scotland. But only Whig historians, who disregarded facts, would believe that Edward invaded Scotland merely for the fun of it and in order to become King of that country. Edward was compelled to undertake that expedition owing to the treaty concluded two years before by Baliol with France. This had borne fruit in several devastating raids made by the Scots on England. . . . Edward took the stone as the only tangible security for the reparations which he claimed. . . . Finally, he opposed the Bill for reasons which might perhaps be regarded as superstitious. He had much Scots blood in his veins. In connection with this stone there was an old

Latin couplet . . . construed as follows:—"Unless the fates are faithless found and vision merely dream, Where'er this stone be on the ground the Scots shall reign supreme." (Laughter.) He would hate to deprive this country and the Empire of the valuable services of the Scottish Minister and Scottish heads of Government Departments and, if for that reason alone, he would oppose the Bill. (Cheers and laughter.) Leave to bring in the Bill was given by 201 votes against 171—majority, 30."—All the Sovereigns of England, save Queen Mary, have been crowned upon the stone, since the days of Edward I. Queen Mary was crowned, in 1553, on a chair blessed by the Pope. Leaving legend for the moment, it may be noted that the stone was deposited in the Church of Scone in A.D. 850. The Scottish kings were crowned upon it until 1296.

"Sixteen Years Devoted to a Stone": A Nestorian Relic.

"MY NESTORIAN ADVENTURE IN CHINA." By FRITS HOLM.*

"JUST as there is but one Rosetta stone, one Moabite stone, and one Aztec Calendar stone . . . there is but one Nestorian stone." The black basalt of the first yielded the clue to the interpretation of the hieroglyphics, for its inscription is in hieroglyphs, in demotic, and in Greek. The second tells in Hebrew-Phoenician letters of the success of the revolt of King Mesha against the King of Israel. The third, set in the foot of one of the open towers of the Cathedral in Mexico City, remains



PROOF THAT CHRISTIANITY CAME TO CHINA IN 635: THE NESTORIAN STONE—THE CHINGCHIAOPEI; OR, LUMINOUS TEACHING STELA—STANDING ON ITS TORTOISE OUTSIDE SIAN-FU.

Reproduced from "My Nestorian Adventure in China," by Courtesy of the Author, and of the Publishers, Messrs. Hutchinson and Co.

as a silently eloquent witness to Toltec culture. The fourth proves that Christianity in its Nestorian form—the form which ascribes to Christ not only two natures, but two personalities, human and divine, and acknowledges the Virgin Mary not as the Mother of God, but as the Mother of Christ, the Man—sought converts in China in 635, when a mission came overland from West Asia—from Ta Tsin, which was probably Syria—and propagated the Luminous Religion amongst the Sons of Han over six centuries before Roman Catholicism reached them through India.

It stood, this Chingchiaopei, outside the west gate of Sian-fu, the old, Imperial City, "Western Peace"; unheeded and neglected. It was coveted, however, and Dr. Frits Holm, then five-and-twenty, set out with the idea that he could persuade its Buddhist guardians to part with it, that it might find permanent place in a museum and so be preserved for the enlightenment of many more generations.

Eagerly, he started, and he journeyed by house-boat pulled by land sailors; by railway; in bamboo sedan-chairs; in springless carts; on mule back and pony back; by leaky river-skiff; tormented by vermin; soaked by storm and burnt by sun; choked by dust; shaken over "impossible" roads perishing under that Chinese rule which reads "suppose one thing makee spoil, no use makee repair"; ever "Yang Kwei Tsz," the Foreign Devil. On the way he saw strange things.

At Lintsing-chow some six bridges cross the dry bed of the Grand Canal abandoned by Kublai Khan and re-dug outside the walls. "About two years ago (in 1905), one of these stone bridges was on the verge of collapsing, but nobody took the initiative

to have it repaired. It would have meant disaster to the neighbouring houses were the bridge not repaired at once, so a Buddhist priest, realising this, voluntarily incarcerated himself in a stone pillar of the bridge, swearing that he would not eat or drink until sufficient money had been collected for effecting the essential repairs. Private contributions saved the life of the enterprising and courageous priest, so that his departed spirit should not haunt the district!"

The weapons of his unwanted guards grew worse and worse as the party went further and further west. "While Yuan Shi Kai's railway troops were armed with modern breech-loading rifles, we arrived in Sian with soldiers who carried no arms at all. *En route*, we observed the receding stages of muzzle-loaders from the early 'sixties, iron swords in leather sheaths, as used in the Boxer and Taiping rebellions, and round, black-painted sticks that could hardly kill a puppy."

Then there was the great region of the Loess: "More than half of the inhabitants of Chilipu live in caves in the Loess, which here forms a long wall, some sixty feet in height. . . . Millions of Chinese live and die in Loess-caves like ordinary troglodytes of old."

Finally, Sian-fu—with the Imperial Palaces of its Manchu quarter in dust, and time and weather ravaging the old Yamen in which the redoubtable Empress-dowager and the Emperor were fugitives during the Boxer troubles of 1900, for "according to Chinese custom, the Emperor having lived in them, the palaces will remain uninhabited and be allowed to fall into decay."

And the Stone; abandoned and deserted, standing on its tortoise.

"The Chingchiaopei, or Luminous Teaching Stela, is dated A.D. 781, and was accidentally excavated by some native workpeople in 1625, when it was placed on 'a fair pedestal' by the Governor of Shensi. It was soon visited by many Chinese, who took an interest in the ancient inscription." In course of time, its vogue waned, and the brick niche that had been built over it disappeared. In 1891 a small roof was set over it, but only five of the hundred taels sent for the purpose were not "squeezed" into wrong hands, and the protecting shed collapsed within a year. Such lack of care encouraged Dr. Holm in his desire to acquire the monolith; but it was not to be. So soon as his object was suspected, he began to realise that "all the mission-stations at Sian-fu virtually considered the ancient monument their lawful property, and he decided that the best thing to be done was to have a replica made, in secret."

The task was far from simple. "The monument is a large one, measuring nine feet in height (ten feet when the prolongation at its base is included), between three and four feet in width, and nearly one foot in thickness. The weight of the monolith is two tons, rather more than less. The difficulties in connection with transporting it—or an exact Replica—were, in view of the state of the alleged roads, appalling, as it would first be necessary to haul the Stela on a specially-constructed cart, over 350 miles before reaching the Peking-Hankow railway."

Next, there had to be obtained and brought from Fuping a slab of that "hard, grey, subgranular oolite, or limestone, from the second carboniferous period," that yielded material for the original monument.

Finally, this had to be polished in the strictest privacy, in the temple barn, and chiselled so that it became an exact reproduction, even to the Vandalistic cutting on the left side—stating that one Han Hwai Tah visited the relic in 1859!

What all this entailed is obvious when the stone is described.

"The Syro-Chinese inscription, in upwards of two thousand Chinese ideographs, carved with supreme skill in matchless Tang calligraphy by Lü Siu Yen, following the authorship of the priest Ching Tsing, is . . . in splendid preservation. Only two of the characters are really badly impaired. . . . The nine large characters, forming the title of the inscription . . . are surmounted by a beautiful Christian Cross, which latter is traced with a hand much less certain and positive than the hand that chiselled the Chinese inscription itself. The same applies without doubt to the Syriac portions of the inscription."

As to these inscriptions, it is impossible, Dr. Holm points out, to make a literal translation of them. "The fine shadings of words, or rather ideographs, that gave colour and high lights to the exquisite prose verse of the Tang Dynasty writers, have, in a measure, been lost. While the meaning

of each and every character on the Stone, in the grosser sense of the word, is undoubtedly the same to-day as it was in A.D. 781, the subtler values have, even according to Chinese scholars, changed and side-shifted, however imperceptibly." There are, however, a goodly number of renderings re-telling the story of this "Monument commemorating the Propagation of the Ta-ch'in Luminous Religion in the Middle Kingdom"—notably that of Mr. P. Y. Saeki, whose work makes clear the purport of the inscription, its statement of the Nestorian beliefs, its record of how A-lo-pên took "The Way" to Ch'ang-an in the "ninth year of the period named Chêng-kuan (635 A.D.); of how the Emperor studied in his Forbidden Apartments and permitted the propagation of the Sûtras; of how the great Emperor Kao-Tsung, having "succeeded most respectfully to his ancestors," gave the True Religion "the proper elegance and finish"; of the Buddhistic outcry in the reign of the Empress Wu Tse Tien, of the "Elizabeth-Catharine" school, and persecutor of Christians; of the waxing of the faith; and of the Great Donor, the priest I-ssü.

Yet all was accomplished: reproduction and transport. The replica is perfect as it now stands in Rome, in the Lateran Museum, pontifical property.

As to the original, that was removed to the Confucian Peilin, the Forest of Tablets, or Stone Coppice, of Sian-fu, which shelters "a superb collection of memorial stones with inscriptions of different kinds. The hard limestone slabs, which are all smooth and black from the constant taking of paper rubbings of their inscriptions, stand in several sheds, and nearly all date from the Han Dynasty. . . . The Stone Coppice in Peking is of later date."

There we must leave this greatest of monuments of the Eastern Assyrian Church, certain that our readers will be attracted to a work right worthy of their study for its merits as a book of travel and, more particularly, for its popular, detailed story of sixteen years of adventurous perseverance and performance, "sixteen years devoted to a stone" in days in which "it is a strange fact that, while Jews and Nestorians may practically be considered extinct in China, and



THE REMARKABLE REPLICA OF THE NESTORIAN STONE: A CAST OF THE 2-TON MONOLITH THAT WAS CARVED IN SECRET AND TRANSPORTED ACROSS CHINA. Reproduced from "My Nestorian Adventure in China," by Courtesy of the Author, and of the Publishers, Messrs. Hutchinson and Co.

while the Christianity of to-day meets with but limited success, Buddhism and Mohammedanism flourish as the most popular of the introduced religions." And there were Christians there in 635—and one Lee-wei (Levy) was rabbi in Kaifeng-fu in 1163!

E. H. G.

* "My Nestorian Adventure in China." By Frits Holm, G.C.G., G.C.O.M., G.C.C.M., etc., Hon. Chamberlain to H.R.H. the Count of Caserta, G.M.G. Illustrated. (Hutchinson and Co.; 18s. net.)

FROM KING GEORGE TO THE EMPRESS JUDITH: KING THEODORE'S CROWN.

PHOTOGRAPHS BY COURTESY OF THE VICTORIA AND ALBERT MUSEUM; DRAWINGS FROM "THE ILLUSTRATED LONDON NEWS" OF 1868.



OF GOLD: CHALICES OF THE EMPEROR THEODORE OF ABYSSINIA.



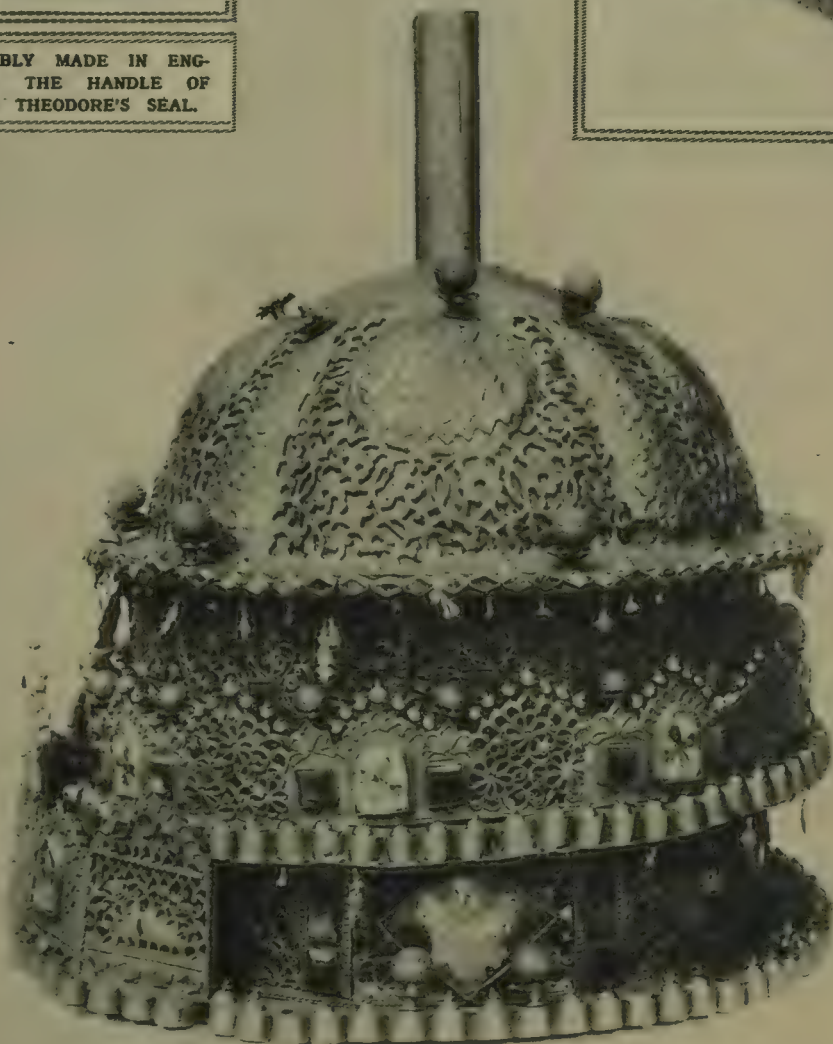
PROBABLY DONE AT JERUSALEM, OR IN EGYPT: THE SEAL OF THE EMPEROR.



PROBABLY MADE IN ENGLAND: THE HANDLE OF KING THEODORE'S SEAL.



TO BE PRESENTED BY KING GEORGE TO QUEEN JUDITH OF ABYSSINIA: THE CROWN OF THE EMPEROR THEODORE; CAPTURED AT MAGDALA IN 1868.



WITH COLOURED PASTE ORNAMENTS AND SMALL PAINTINGS UNDER GLASS: THE CROWN OF THE EMPEROR THEODORE—IN SILVER-GILT FILIGREE.



WORN BY THE EMPEROR AS ABUNA, OR HEAD OF THE CHRISTIAN CHURCH IN ABYSSINIA: THE SACERDOTAL CROWN.

When the King gave farewell audience to Prince Tafari, Regent of Abyssinia, his Majesty informed the Ras that he intended to present to the Empress Judith the crown of the Emperor Theodore of Abyssinia, which was captured by Lord Napier of Magdala in the Abyssinian War of 1868. This crown is at present at the Victoria and Albert Museum, South Kensington. It is several sizes too large for the average head. The official description is: "The Crown of Abyssinia. Silver-gilt with filigree work; coloured paste and small paintings under glass. Taken by the British Army at the capture of Magdala on April 13, 1868. Given by the Secretary of State for India, 1869." The chalice on the left of the two,

with the inscription round the bowl, is about twelve inches high. The inscription states that it was presented by King Adam Segud (A.D. 1560) to a church at Gondar. The handle of the seal is thought to have been made in England, and is distinctly European in style. In the case of the seal itself, the art is quite different, and probably lion and inscription were done at Jerusalem, or in Egypt. The sacerdotal crown is also at the Victoria and Albert Museum. This was originally surmounted by a cross. It is of gold, with representations of the four Evangelists on its domed top. The bands are embossed with heads of the Apostles. It was evidently modelled after the Pontifical Tiara.

TEN YEARS AFTER.

By **SIGNOR GUGLIELMO FERRERO,**

The distinguished Italian philosophical historian; author of "The Greatness and Decline of Rome," "Ruins of the Ancient Civilisations," etc.

We continue here our monthly series of articles by Signor Ferrero, dealing with world politics as that famous modern historian sees them and interprets them. The views set forth in the series are personal and not necessarily editorial.

AT this season, ten years ago, Europe was preparing to take its annual holidays. People were packing their trunks to go to the sea or to the mountains. The winter and spring had been rather agitated—the world was not in a tranquil state; but, for the moment, a lull in events had come with the great heat. Summer was the dead season for politics and diplomacy. Just because the world was ill at ease, it longed for holidays, as a short respite and truce. Once more people would be able to forget, during six or eight weeks, the anxieties which were beginning to become poignant.

As was then my habit, I took a run to Paris, about July 10, in order to see my friends there before their annual dispersion. Italy had just been agitated by a serious attempt at Communistic revolt, which broke out in June in Central Italy under the inspiration and leadership of a man whose rôle, ideas, and fate were to change singularly in ten years. These troubles had diverted public attention from the great affairs of the world, and I was therefore much surprised to find, on arrival in Paris, that political circles were anxiously preoccupied by the general situation in Europe, and particularly by the probable consequences of the Serajevo murders.

I remember that, on the evening of July 13, I dined at a restaurant in the Bois de Boulogne with some friends, nearly all Deputies or former Deputies. During the whole of dinner the conversation turned exclusively upon the obscure dangers which appeared to threaten the peace of the world. Would the war which had been so long predicted break out or not in the near future, and what attitude would the French people take in view of this redoubtable eventuality? The General Elections had been held two months previously; and their result caused misgivings to some of my friends. Others were optimistic: if France were menaced, one would see once more the heroic élan of the Great Days. But not one of the party, even among the most pessimistic and best informed, supposed for one moment that the danger was so great, and that war would break out at the end of the month.

I left Paris on July 16, a little disquieted by all this talk, but without realising for an instant that there, in the midst of the cheerful atmosphere of impending holidays, I had said goodbye to the great century commenced in 1815, and that the tocsin of mobilisation would announce to the world, within a fortnight, the end of one of the most glorious epochs of history. The catastrophe surprised me in the tranquil retreat where I intended to pass the summer. Is it necessary to recall the anxieties, the illusions, the deceptions, the terrors of that last week in July, during which the apocalyptic shock of peoples and of States became inevitable, and in the midst of which the nineteenth century perished? Who will ever be able to forget those days of universal agony? But, in recalling them after ten years, in their entirety, it is impossible not to be struck by a strange contradiction, which becomes the more apparent as time passes. Although expected for a long time, the World War fell upon Europe as an enormous surprise. One felt that it was coming; but nobody had an idea of what it would be like, because man walks backwards towards the future, with his gaze upon the past. More than one surprise—it was a series of formidable surprises, of which we now only begin dimly to perceive the causes and to understand the meaning.

Let us examine some of these surprises: we shall find in them matter for useful reflection, on this tenth anniversary of the war.

In the first place, there were the great surprises of the commencement: the resistance of Belgium; the heroic onset of Russia and of France; the intervention of England and Japan; the neutrality of Italy; the effort made by England to create a great Continental army; the spectacle

of a whole continent mobilised in a few days for the defence of Liberty and the Right. With what august radiance, during the terrible weeks of July and August, did these words shine before the eyes of Europe, suddenly shaken out of the scepticism into which forty years of the triumph and cult of force had plunged her!

Nobody expected this prodigious reawakening of an idealism which had been thought long dead. The moral dissolution of France was a legend which so many interested parties had spread in Europe that there was no general confidence in her resistance. Many people, in all countries, doubted whether England would intervene; and nobody believed that she would take things as seriously as she did. One was fond of saying at that time that she would fight—"down to the last French soldier." The power in which everybody had most confidence was Russia!

When the war broke out, Russia was generally considered to be the invincible power of the Entente. The Ambassador of one of the greatest of all the Allied Powers, in the last conversation he had with the German Minister for Foreign Affairs, von Jagow, said to him that to fight

to the effect that France, while declaring the Treaties of 1815 to be null and void by right, would respect the territorial delimitations established by them, reflected this preoccupation. After 1848 this terrible phantom continued to brood over Europe; it was the principal obstacle against which, in 1859 and 1866, the warlike policy of Cavour and Bismarck stumbled; it still seemed so redoubtable that, by a paradoxical contradiction, it aided these two statesmen, who had no fear of it, to obtain decisive results by short and not too sanguinary campaigns. This paradox is the key to one of the strangest and most decisive periods of the history of the nineteenth century. Both in Piedmont and France in 1859, and in Prussia in 1866, the difficulty of isolating the war had been the strongest argument of the party in favour of peace. These fears were no chimeras, for in 1859 Prussia had already begun to mobilise in order to come to the succour of Austria after her first defeats; and in 1866 there was a moment after Sadowa when an alliance between France and Austria seemed imminent. But in both cases it was the fear of a general conflagration that decided Francis Joseph to hasten the conclusion of

peace, even against the advice and in spite of the intrigues of his General Staff, who wished to continue the war.

Placed between two epochs, Cavour and Bismarck benefited by this intermediate situation. The fear of a general conflagration was no longer strong enough to prevent a resolute statesman, favoured by circumstances, from declaring war; but it was still strong enough to prevent the war from becoming general in reality. It was thanks to this strange and contradictory situation that it was so easy for these two statesmen to isolate their wars; and that Bismarck was able, in four weeks and by a battle of one day, to win the war of 1866, which changed the history of Europe.

But intermediate situations never last long. The generation born after 1870, impressed by the results of the wars of 1859, of 1863, of 1866, and of 1870, completely lost the idea and the fear of what a war that was general and of long duration would mean. We knew that between the end of the eighteenth and the beginning of the nineteenth centuries there had been a long war of twenty-two years, but only as we knew that there had been

Crusades in the Middle Ages. It was the history of another epoch and another world. Our notion of wars having been formed upon those fought between 1848 and 1870, we did not, in 1914, conceive war as other than a brief shock, costing little, and very fruitful in results for the victor; the effect of which was to aggrandise the power and influence of one State to the detriment of another. The importance of a war and the value of a victory were measured by the displacement of power and influence which they effected. To isolate a conflict had, in current opinion, become an easy matter. All the Staff Colleges taught the rules of this operation: to mobilise rapidly, to take the offensive without hesitation, to surprise and stun the adversary and the neutrals by swift and crushing blows.

There is no doubt that the German Government and General Staff were inspired by these ideas in 1914. The German Government thought that it would be possible to isolate the Austro-Serbian conflict; and the General Staff did not doubt for an instant that, even if that conflict led to a collision between the Triple Alliance and the Entente, it would be possible to conduct the war to a rapid conclusion, as in 1870. The general war broke out because one no longer feared it seriously; and it was no longer feared, though often discussed, because one no longer had, even in military circles, more than a vague notion of what it meant.

It would be instructive to study the influence which this initial error exercised on the conduct of the war. The World War might be defined, from certain points of view, as a war of coalition, conducted, especially in the first years, without a true spirit of coalition. But the effect of the initial error is visible, above all, in the peace, and in what we have become accustomed to call its deceptions. Why do the nations find it so difficult to understand what has been taking place in the world during the past five years? Because they expected, as a consequence of the war, a

[Continued on page 208.]



THE INTER-ALLIED CONFERENCE ON THE DAWES REPORT: THE PRIME MINISTER AND REPRESENTATIVES.

The Conference convened to discuss the Dawes Report and decide upon the course of action to be adopted should Germany fail in her Reparations payment held its first meeting on July 16, at the Foreign Office. In the front row in the photograph are Mr. Kellogg, U.S. Ambassador; M. Theunis, the Belgian Prime Minister; M. Herriot, the French Prime Minister; Mr. Ramsay MacDonald; Signor de Stefani, the Italian Finance Minister; and Baron Hayashi, Japan. The United States representatives, though not coming in the same capacity as those of the other Powers, as their country was not a party to the Versailles Treaty or the Sanctions in force, are present with a "desire to be helpful."—[Photograph by Central News.]

Russia was like beating an eiderdown, the blows had no effect. The German Minister did not contest it. It was the general opinion.

One remembered 1812 and the campaign in Russia. One did not realise, at least in the countries of the Entente, the revolutionary fermentation which during the last ten years had been decomposing the Empire in its most intimate fibres. One did not take into account that a century had passed since Napoleon's invasion; that during that century population, wealth, and technical appliances had multiplied in all countries; and that the armies of Germany and Austria now had at their service a well-equipped network of railways. Nobody doubted that, as she had resisted to the end of the invasion of 1812, Russia would also resist that of 1915.

How can one account for all these surprises, all these illusions, all these errors? Why did we all—Governments and public opinions alike—deceive ourselves so consistently in our judgments and previsions? Because we had lost, since 1870, the sense of what a coalition and a general war implied. It is not possible to understand what has happened during the past ten years and what is happening to-day until one has grasped this primary fact.

The wars of the Revolution and of the Empire were in reality a General War between the great and lesser European Powers—broken by short interruptions. It was so long and upset so many things that, after the Treaties of Vienna and Paris, Europe lived for fifty years in terror of a general war. It was this obsession which sealed the doors of the Temple of Janus from 1815 to 1848. One was so afraid that, if war broke out between two Powers, the whole of Europe would again be in arms, that one always preferred to come to some amicable agreement. The revolution of 1848 was still dominated by this fear of a general conflagration, a legacy of the previous generation to the new one. The famous declaration of the Provisional Government

PERSONALITIES OF THE WEEK: PEOPLE IN THE PUBLIC EYE.

PHOTOGRAPHS BY ELLIOTT AND FRY, RUSSELL, SWAINK, S. AND G., L.N.A., C.N., T.P., AND ALFIERI.



FORMERLY Q.M.G. IN FRANCE: GEN. SIR RONALD MAXWELL.



A GREAT MARINE BIOLOGIST, THE LATE SIR W. A. HERDMAN.



A FAMOUS ACTRESS: MISS WINIFRED EMERY (MRS. CYRIL MAUDE).



A DISTINGUISHED CLERIC: THE LATE DR. PEARSON McADAM MUIR.



LAST SON OF GARIBALDI: THE LATE GENERAL RICCIOTTI GARIBALDI.



FORMER PRINCIPAL OF NEWNHAM COLLEGE: MISS KATHARINE STEPHEN.



AN UNOFFICIAL VISIT: MR. C. E. HUGHES, AND MRS. HUGHES; WITH MR. KELLOGG.



VICTOR AND VANQUISHED: Mlle. VLASTO (LEFT) AND MISS KITTY MCKANE.



WINNING A HEAT BY INCHES: MR. H. B. STALLARD BEATING MR. S. C. ENCK (U.S.A.).



CROWNED AND CHAIRED AT EDINBURGH UNIVERSITY: E. H. LIDDELL, THE GREAT OLYMPIC SPRINTER.



THE UNITED STATES WORLD FLIGHT: THE AMERICAN AIRMEN AT CROYDON AERODROME.

Lieut.-Gen. Sir Ronald Maxwell, who was seventy-one, died on July 20. When war came in 1914, he was appointed Inspector-General of Communications. A year later, he succeeded Sir William Robertson as Quartermaster-General to the Armies in France.—Sir William Abbott Herdman died suddenly on July 21. He was sixty-five. He was a great marine biologist, and first Professor to hold the chair of Oceanography at Liverpool University. He was at one time in the office of the "Challenger" Expedition, and he became Professor of Natural History at Liverpool when he was twenty-three.—Mrs. Cyril Maude (Miss Winifred Emery) died at Little Common, Bexhill, after a long illness. In her time she played in many famous plays.—A Scottish Church leader and scholar of note, the Very Rev. Dr. Pearson McAdam Muir, who has just died, was a former Moderator of the Scottish General Assembly and Chaplain-in-Ordinary to the King in Scotland.—

Before he died, General Garibaldi requested Signor Mussolini to preserve his father's house.—Mr. Hughes, the American Secretary of State, is in London, not by virtue of his office, but as President of the American Bar Association.—Miss McKane (Eng.) was beaten in the semi-finals of the Tennis Section of the Olympic Games by Mlle. Vlasto (France).—In the International Athletics at Stamford Bridge, America won against the British Empire by 11 events to 3; Stallard made a close finish in a heat of the two-mile relay race.—The winner of the 400 metres race in the Olympic Games, Mr. E. H. Liddell, was crowned with olive by his University Principal, and was chaired by his comrades.—The six United States world-fliers, after arriving at Croydon. Left to right: Col. Joyce (Military Attaché), Lieut. Lowell Smith, Lieut. L. P. Arnold, Staff-Sgt. H. H. Ogden, Lieut. J. Harding, Lieut. L. Wade, and Lieut. E. Nelson.

PAPER LINKS BETWEEN SHIP AND SHORE, AT SYDNEY HARBOUR.

PHOTOGRAPH BY S. AND G.



"GOOD-BYE!"

Such scenes as that illustrated have become common in Sydney within recent years, and commoner still since the opening of the British Empire Exhibition. In fact, as our American friends would say, it is the fashion to "Say It with Streamers." For months past, the great ships that sail from the famous harbour have been crowded with travellers bound for some part of Great Britain—and for Wembley. The subject of this photograph is the R.M.S. "Ormonde," which included in her passenger list the Olympic team representing Australia in the international games at Paris. But every departure is the occasion for a display of enthusiasm and deep feeling; indeed, the situation has the ingredients for both. The multi-coloured paper streamers stretching from the hands of the voyagers on the liner to the friends and loved ones who are seeing them off at the

wharf combine to make a striking scene of kaleidoscopic charm. Each has his or her favourite colour—or any colour at all, so long as a strand is obtained to throw to those on board. Many passengers hold two or even more streamers, and, with hundreds and hundreds of these symbols fluttering in the breeze, it is only the unimaginative who cannot feel the romance that attends a ship putting out to sea. Sorrow is there, too, however hidden, and as the vessel casts off her moorings and is slowly moved by the tugs into the stream, with the paper strands let out to the full extent, many a strained look tells of the tug at the heart-strings. As the ship slips past the wharf, the crowd moves to keep pace with it, still clutching its streamers, which snap one by one until they litter the wharf or cling to the side of the ship.

GIRL GUIDES OF THE WORLD: THE FIRST INTERNATIONAL CAMP.

PHOTOGRAPHS BY BAIRD, ARMITAGE, C.N., AND C.P.



WEARING THEIR BADGES: CEYLONESE GIRL GUIDES, FROM KANDY.



REPRESENTED IN THE CAMP: GUIDES OF TORO, UGANDA.



IN HOME SURROUNDINGS: INDIAN GIRL GUIDES.



WITH LADY BADEN-POWELL, THE CHIEF GUIDE, SEATED IN THE CENTRE OF THE FRONT ROW: IMPERIAL CHIEFS OF THE GIRL GUIDES.



IN "BLOOMERS": GUIDES OF THE UNITED STATES.



ILLUSTRATING THE WIDESPREAD NATURE OF THE MOVEMENT: GIRL GUIDES FROM CANADA, JAPAN, DENMARK, AND SWEDEN.



ILLUSTRATING THE WIDESPREAD NATURE OF THE MOVEMENT: GIRL GUIDES FROM THE UNITED STATES, IRELAND, AND NORWAY.

The first Imperial and International Camp of that great organisation, the Girl Guides, opened on July 16 at Foxlease Park, Lyndhurst, Hants, and continued until July 23. A thousand guides were under canvas. At the head was the Chief Guide, Lady Baden-Powell. It was arranged that each night should be a national night; that is to say, a night on which contingents would tell what

Girl Guides were doing in their particular countries. The English Girl Guides were the hostesses, and before dawn on the first day they had pitched some two hundred tents, had dug earth ovens, and had chopped wood for the visitors. Differences in language caused some little embarrassment on occasion, but this did not in any way interfere with the general happiness or well-being of the gathering.

WELCOMED IN WESTMINSTER HALL: THE LAWYERS FROM THE U.S.A.

PHOTOGRAPH BY BARRATT.



IN A HISTORIC HALL, AS MUCH AMERICA'S AS OUR OWN: THE LORD CHANCELLOR'S GREETING TO THE AMERICAN BAR ASSOCIATION.

Historic Westminster Hall, the hall of William Rufus, was the scene of a striking pageant on July 21, when the holders of the highest legal offices of the State filed into their places on the platform in all the splendour of their robes. The Lord Chancellor, as titular head of the legal profession of this country, rose to bid welcome to the American Bar Association. He said that the Hall "was the home of those who were our ancestors in the fashioning of the common law, of equity, and of much of the Constitution, even of the United States. In the old days the Lords and Commons sat together in that Hall, from which

Plantagenet Sovereigns dispensed justice as they understood it." Traversing the succeeding history of the judiciary, Lord Haldane said that the Hall he spoke in was as much their guests' as it was our own. Referring to the Declaration of Independence, he said: "It has not prevented you from having a sense of common inheritance with us in this great legal institution of which I am speaking. Here in Westminster Hall, the ancestors of both of us did their work; here they have given their names to some of the great deeds in history and law."

NOTABLE OCCASIONS: NEWS PHOTOGRAPHS FROM AT HOME AND ABROAD.

PHOTOGRAPHS BY TOPICAL, S. AND G., AND I.B.



ONE WHEEL IN THE AIR: A BACK AXLE BREAKS DURING A SPEED HILL-CLIMB, FORTUNATELY WITHOUT THE CAR OVERTURNING.

AT THE SCOTTISH "LOURDES": CARDINAL BOURNE CONSECRATING AN ALTAR AT CARFIN, A CEREMONY ATTENDED BY SOME 40,000 PEOPLE.



THE MINISTRY THAT HAS INVITED THE PRINCE OF WALES TO SOUTH AFRICA: GENERAL HERTZOG'S CABINET—AND THE GOVERNOR-GENERAL.

Front row, left to right: Mr. P. G. W. Grobler (Lands); Colonel F. H. P. Creswell (Defence and Labour); General J. B. M. Hertzog (Prime Minister and Native Affairs); the Governor-General, the Earl of Athlone; Mr. Tielman Roos, K.C. (Justice); Dr. D. F. Malan (Interior, Public Health and Education); Mr. T. Boydell (Posts and Telegraphs and Public Works). Back

row, left to right: Major J. U. S. C. Alexander (Sec. to Governor-General); Mr. F. W. Beyers, K.C. (Mines and Industries); Mr. N. C. Havenga (Finance); Mr. C. W. Malan (Railways and Harbours); General J. G. G. Kemp (Agriculture); Mr. Gordon Watson (Sec. to Executive Council); Captain Beyers (Governor-General's staff); and Lieut. G. Hawkins, R.N., A.D.C.



THE TRAGIC DEATH OF MR. CALVIN COOLIDGE FROM SEPTIC POISONING: THE U.S. PRESIDENT AND MRS. COOLIDGE LEAVING THE CEMETERY AT PLYMOUTH, VERMONT, AFTER THE FUNERAL.



THE DUKE AND DUCHESS OF YORK IN IRELAND: THEIR ROYAL HIGHNESSES AS DOCTORS OF LAWS, AT BELFAST.

During the recent speed hill-climb of the South Wales Automobile Clubs, held at Caerphilly, near Cardiff, the back axle of Mr. Raymond Mays's car broke when he was travelling at about sixty miles an hour. A wheel came off; but, fortunately, the car kept the road.—Cardinal Bourne visited the Grotto

at Carfin on July 20 and consecrated an altar within the grounds. Over forty thousand people attended the ceremony.—Mr. Calvin Coolidge, son of President Coolidge, who was seventeen, died of septic poisoning following a blistered toe contracted while playing lawn-tennis.

"THE PLACE OF FALLEN STONES": RELICS OF THE MYSTERIOUS MAYAS.

PHOTOGRAPHS BY COURTESY OF DR. THOMAS GANN. (SEE ARTICLE ON PAGE 200.)



A RELIC OF THE MYSTERIOUS MAYA RACE: AN INCENSE-BURNER FOUND NEAR THE RIO GRANDE RUINS, BRITISH HONDURAS.



WITH FRONTS THAT ARE CRUDELY MODELLED HEADS OF ANIMALS, AND BACKS OF HUMAN FIGURES IN MAYA DRESS: CLAY WHISTLES, FROM THE RUINS.



THE JADE SHOWING HOLLOW DRILL TECHNIQUE IN THE FORMATION OF EYES AND MOUTH: A JADE HEAD; AND A SPEAR-HEAD OF FLINT.



WITH MAYA HEAD-DRESS, BUT FACE OF THE ARCHAIC AMERICAN CIVILISATION OF 1000-2000 B.C.: A CLAY HEAD FROM THE RIO GRANDE RUINS, BRITISH HONDURAS.

The ruined Maya city recently discovered is on the Columbia branch of the Rio Grande, in the hinterland of British Honduras, near the Guatemala border. Dr. Gann is of the opinion that many of the pyramids "are honey-combed with narrow stone-faced chambers, the tombs of the kings, nobles, and priests of their builders." He goes on to say that, judging from the few pottery and jade relics found by the Indians on the surface of the soil near the ruins, "great quantities of their weapons, ornaments, and utensils should be found in these burial-chambers,

supplying a vivid picture of the habits, customs, and mode of life of the ancient inhabitants." Amongst the ruins was found a clay head with a typically Maya head-dress and equally typical archaic face, and it is probable that further discoveries will link up the Maya with the Archaic, the oldest civilisation on the American Continent, which flourished from 1000 to 2000 B.C., and from which the Maya are believed to be an off-shoot. Dr. Gann's party christened the city "Lubaantun,"—in the Maya tongue, "the place of fallen stones."

A LOST CITY OF AMERICA'S OLDEST CIVILISATION: "LUBAANTUN."

By Dr. Thomas Gann, Reader on Central American Archaeology, Liverpool University.

THE ruined Maya city recently discovered on the Columbia branch of the Rio Grande in the hinterland of British Honduras, near the Guatemala border, is buried in dense, impenetrable bush, and the buildings themselves are covered by vegetal mould accumulated over a period of nearly 2000 years, which in many cases gives them the appearance of natural elevations.

The buildings consist of great stone-faced, terraced pyramids, approached on one side by broad stone stairways. The first structure cleared of bush and humus was a truncated pyramid 90 ft. in length by 75 ft. in breadth at the base, and 30 ft. high. A steep narrow stone stairway, now in ruins, led from the base to the summit. Three terraces—4 ft., 3 ft., and 3 ft. wide respectively—completely surrounded it, interrupted only by the stairway.

and is built in two courses separated by a terrace 5 ft. broad, which extends along the whole front of the pyramid. The upper course contains nine steps, each 15 in. high, the lower six steps 18 in. high, and varying from 2 ft. to 2 ft. 8 in. in breadth.

On either side the steps are flanked by a sloping wall of beautifully cut limestone blocks reaching to the front of the extension of the terrace dividing the stairway, from the back of which another sloping wall reaches to the summit of the pyramid, which is quite flat and measures 132 by 36 ft. On it we found an immense uprooted wild cotton-tree, which had brought with it, still firmly gripped in its roots, the squared stones of part of the wall of a chamber contained within the structure of the pyramid.

On a second pyramid we found caved-in, stone-lined chambers, from one of which we endeavoured

covered throughout with dense bush. We learnt, however, from Indians who had traversed them that they extend for approximately three miles from the Columbia branch towards the Rio Grande, and east and west for not less than two miles.

Before leaving, we christened the city "Lubaantun"—literally, "the place of fallen stones," in the Maya language. This city differs from all other known Maya cities, in that there are no stone palaces and temples standing upon the great pyramidal substructures, and in the entire absence of stone sculptures and of the great monoliths upon which were inscribed the dates of their erection, put up at twenty-year intervals, and later at five-year intervals, by the Maya throughout Central America and Yucatan.

It would appear from the absence of stone sculptures, temples, and palaces that these ruins



THE RUINED MAYA CITY DISCOVERED ON THE COLUMBIA BRANCH OF THE RIO GRANDE: THE POSITION OF "LUBAANTUN," "THE PLACE OF FALLEN STONES."

A Sketch-Map by Dr. Thomas Gann.

The walls separating the terraces were 9½ ft., 6 ft., and 6 ft. high, and the flat summit measured 50 by 40 ft. The whole pyramid was completely faced with nicely cut blocks of sandstone and limestone, to the lower surfaces of many of the latter of which a layer of chert, ½ in. in thickness, adhered. No mortar or any similar material was used in binding these stones together, with the result that generations of great trees had torn them apart, so that the greater portion of the west side was in a very poor state of preservation, and only showed the terraced structure in places. It was found that this pyramid had been added to on two separate occasions by building courses of cut stone 3 ft. broad round the entire structure, a typically Maya procedure, seen at all their ruined cities over a period of more than 1000 years. The pyramid was situated on the rim of the steep side of a river valley, which was terraced and faced with cut stone for a distance of 35 ft., making the total height of this side of the pyramid 65 ft.

A second pyramid was approached by the great stone stairway (seen in one of our illustrations), from which the bush had to be cleared and the humus removed before it was recognisable as an artificial structure at all. The stairway is 55 ft. in breadth,

to clear out the debris of stone and rubbish with which it was filled, but soon had to desist, as the great weight of the stones took the combined exertions of all our labourers to remove through the narrow aperture at the top, and we soon realised that, if we were to do any other work at all in the limited time at our disposal, we must leave these vaults within the pyramids till later. At Uxmal, Copan, and other Maya cities similar structures have been found within the great stone pyramidal substructures, which had evidently been used as burial-chambers.

The Rio Grande ruins contain a great number of pyramids, and it is highly probable that many, if not all, of them are honey-combed with narrow stone-faced chambers, the tombs of the kings, nobles, and priests of their builders; while, judging by the few pottery and jade artifacts found by the Indians, mostly on the surface of the soil in the neighbourhood of the ruins, great quantities of their weapons, ornaments, and utensils should be found in these burial-chambers, supplying a vivid picture of the habits, customs, and mode of life of the ancient inhabitants.

Of the actual extent of the ruins it is impossible to give an accurate estimate as yet, for they are

ante-date Copan, Quirigua, Uaxactun, and other cities of the Old Empire, the earliest recorded dates at which go back to about the beginning of the Christian Era, for it is almost certain that prior to this Maya dates were recorded on wood, and the earliest temples and palaces constructed of the same material.

Amongst the ruins was found a clay head with typically Maya head-dress and equally typically archaic face, and it is not improbable that other objects will be found to link up the Maya with the Archaic—the oldest civilisation on the American continent, which flourished from 1000 to 2000 B.C., and of which it is believed that the Maya were an offshoot.

In the Rio Grande ruins we have one of the earliest Maya sites, going back to a period prior to any of the ruined cities at present known in Central America, and one can only hope that within it, discoveries will be made which may at least throw some light on the origin of this mysterious race, who, when we first obtain any record of them—some 2000 years ago—seem to have descended on Central America from the clouds, fully equipped with a high civilisation, an elaborate hieroglyphic writing, and a calendar system which is unequalled to the present day.

A CITY OF PYRAMIDS: REMARKABLE MAYAN RUINS OF THE RIO GRANDE.

PHOTOGRAPHS BY COURTESY OF DR. THOMAS GANN. (SEE ARTICLE.)



POSSIBLY AN ALTAR: A BELL-SHAPED STONE WITH CURIOUS MARKINGS ON THE CONCAVE SURFACE, CORRESPONDING TO THE MOUTH OF THE BELL.



RUINS OF AN ANCIENT CIVILISATION; AND A MODERN MAYA: ONE OF THE MANY STONE-FACED RECESSES FOUND IN THE SIDES OF THE TERRACES.



AFTER IT HAD BEEN CLEARED OF BUSH AND HUMUS: THE GREAT 55-FT.-WIDE STONE STAIRWAY LEADING TO THE SUMMIT OF A STONE-FACED PYRAMID.

The ruins were buried in dense bush and covered by accumulations of mould over a period of 2000 years. The buildings consist of stone-faced terraced pyramids. The first structure unearthed was faced with nicely cut blocks of sandstone and limestone in the binding of which no mortar or similar material was used. The result has been that generations of trees have torn apart the structures, leaving the terraced sections only in places. A second pyramid was not at first recognisable as an artificial structure, so covered was it by bush.

The stone stairway shown in one of the photographs is 55 ft. in breadth; the steps vary from 15 to 18 in. high, and from 2 ft. to 2 ft. 8 in. in breadth. On top of the pyramid (132 by 36 ft.), was found a great uprooted cotton tree, in the roots of which had been brought up the squared stones from a chamber within the pyramid. The ruins, according to a rough estimate, extend three miles from the Columbia branch to the Rio Grande, and east to west for about two miles.

"THE MEETING OF OLD FRIENDS TO SAY 'FAREWELL' TO THE NEW FRIENDS": THE EPILOGUE BALL.

DRAWN BY OUR SPECIAL ARTIST, STEVEN SPURRIER, R.O.I.



THE "GREAT GOOD-BYE" DANCE THAT CLOSED THE ADVERTISING CONVENTION: THE

The great International Advertising Convention had a very happy ending in the form of an Epilogue Ball, or "Great Good-bye," enacted with music and dance and pagentry, at the Olympia dance hall. Such an occasion for "the meeting of old friends to say 'farewell' to the new friends" was too good to be missed, and, as a result, the function was a notable success. Apart from the actual dancing, there were a number of events on the dance-floor. Notable amongst these was a Grand March-Past for competitors in fancy costume. Prizes were given, and two of these were for the best representations of a newspaper or a periodical. In this connection, the "Big Six"—that is to say, "The Illustrated London News," "The Sphere," "The Sketch," "The Tatler," "Eve," and "The Illustrated Sporting and Dramatic News"—figured prominently. In fact, they had, as it were, a little procession of their own (excellently

MARCH-PAST—"MISS 'SKETCH'" AND OTHER REPRESENTATIVES OF "THE BIG SIX."

costumed by Clarkson). This was headed by a "Britannia," representing "The Illustrated London News" and in allusion to the cover of our Wembley and Advertising Convention Number of last week. Then followed "The Tatler," with half-a-dozen figures each carrying a letter of its name and dressed as the famous boy of its cover. Next were the representatives of "The Sphere." Then came "The Sketch" girls, each one dressed as the figure on "The Sketch" cover. These were followed by a "Bonzo"; and then came "Eve" and "The Sporting and Dramatic." At the end of the affair, the guests sang a parody of "Ye'll tak' the high road and I'll tak' the low road," the finishing lines of which were "For neither you nor we are ever likely to forget The bonnie, bonnie times we had at Wembley."—(Drawing Copyrighted in the United States and Canada)

THE WORLD OF WOMEN.

THE QUEEN was in town during the King's absence at Newmarket, and spent the time quietly. The heat tries her Majesty considerably, and the season has been strenuous. The royal visit to Lord and Lady Derby at Knowsley meant a further rather strenuous if most interesting and agreeable time. Knowsley is a palatial house where everything is done on a scale worthy of it. The royal special which ran up on Friday and brought their Majesties back on Monday was ice-cooled and flower-decorated. The new cathedral in Liverpool immensely interested the Queen, especially the fine needlework which has gone to the clothing of the altar.

This is the last week of a memorable London season in which there have been more Court entertainments than in any since the reign began. The third Garden Party is the outstanding event of the week, and the Prince of Wales acted as host for one given to the vice-presidents and members of the League of Mercy at St. James's Palace. Thoughts sometimes unwillingly turn to the termination of the season ten years ago. Although the upheaval in Europe has not yet settled down, we are thankful that we, with our kith and kin from beyond seas, have experienced a splendid reunion one that promises to last and which is of the utmost importance to this commonwealth of nations which we proudly call the Empire.

Peaches every one of them, boys as well as girls, were the pages and bridesmaids of Mrs. Erskine Stirling. The boys wore peach blossom Kate Greenaway suits of fulgurante, with ivory-hued chiffon neck and wrist frills. The girls had long-skirted, short-bodied dresses of similar material and colour, the fronts frilled in tablier style with chiffon, and they wore wired and very becoming shaped hats to match, and at one side of the hats and near the waists of the dresses were little clusters of small peaches. The formal little posies they carried were of alternate rows of blue hydrangea blossom and deep shell-pink sweet-peas. Rarely has a bride had a prettier following to the altar, and, being a handsome girl herself and marrying a fine, upstanding, handsome soldier, there was nothing left to wish for except their hap-

two of the bridesmaids. The Duke looked it a little more, but not quite. A very happy-looking pair of grandparents they appeared, and have quite recently had two more grandsons added to their tidy little roll in Captain the Hon. James and Lady Rachel Stewart's and Major the Hon. Evan and Lady Maud



A neat and workmanlike yachting suit which will appeal to every enthusiast. It may be studied in the salons of Burberrys, in the Haymarket, S.W. (See page 206.)

Baillie's boys. Of such a race this country cannot have too many representatives.

The Officers' Families Association is fortunate in its friends, and it deserves its fortune, for the dependants of these our officers whose trials in and after the war have been so hard and so undeserved make really beautiful, often original, and always practical clothes at very moderate cost, as can be seen at their depot, 21, Beauchamp Place, Brompton Road. Countess Fitzwilliam is one of the Association's friends, and gave a very enjoyable party at her house in Grosvenor Square for it. The newest models were shown by pretty debutantes and other girls of what used to be called the upper crust. There was a dance for little people, and tea and summer refreshments for everyone. Lady Fitzwilliam, looking like the sister of her daughters—not noticeably an elder one—in cream-coloured lace and satin, had a big cluster of varied coloured fruits and flowers hanging from the low waist of her dress, and making a very graceful effect. Lady Donatia and Lady Joan were in deep bright blue, and were very busy looking after things. Lord Fitzwilliam himself was there, although of male support he had very little—he was a host in himself. I saw four Duchesses, her Grace of Northumberland, youngest of them, looking delightfully handsome in showy black and gaudy white—which, being interpreted, was a quiet black and white foulard dress with rather a large black hat.

Bare arms and bare necks and abbreviated skirts, which find favour with our sex, find none with the clergy of the Roman Church, who, from the Pope down to the parish priest, take every occasion of denouncing this sparse attire. Recently, a dignitary of the Church publicly reproved two ladies who went to Mass. The culprits were reduced to tears. The nature of the tears was not specified—they were probably of rage rather than of repentance. The fashion cannot be defended on the score of prettiness, nor, one would think, on that of comfort, since a roasting sun on bare skin is not easy to bear, nor are its consequences becoming. However, if womankind makes

up its mind to a fashion, that fashion will have its followers, and even the authority and discipline of the Roman Church may be set at naught.

Hospitality of the now passing season had in it much of the old fine spirit that put the pleasure of guests first. Whether it was Overseas visitors or old friends who were entertained, hostesses were really concerned for their enjoyment. Crushes were taboo, enough people were asked to fill comfortably the available rooms, and their proprietress, while receiving, called in the help of relations and friends to introduce, and to see that everyone had someone to talk to, which is a necessity in a room full of people, if only to save from self-consciousness—a horrid form of social disorder. One hopes that this revival of real hospitality will not be just for a year, a week, or a day—but for always.

Lady Ursula Grosvenor must be what is commonly called "a very good sort." She desires that the children on her father's great estate shall all share in the joy of her wedding to Mr. Filmer-Sankev, whose Irish uncle has given him a very promising race-horse. Lady Ursula, on her mother's side, has true sporting Irish blood—that of the FitzPatrick family—through her grandfather, who was a parson, and through her grandmother, Lady Olivia FitzPatrick, who lived to be a very beautiful old lady, and died in 1916. Lady Olivia was the daughter of the second Marquess of Headfort. Her mother was Miss Olivia Stevenson, daughter of Sir John Stevenson, Mus.Doc., a well-known Irish musician, from whom Princess Pless, as we know her best, and Constance Duchess of Westminster inherited considerable musical talent, which, I am told, has further descended to Lady Ursula. Her greatest talent is, however, for sport in the open. As the Duke of Westminster has no son, and as he is very fond of his elder daughter, she will doubtless be a well-endowed bride. She is certainly a handsome one.

The Infantas of Spain have had a splendid holiday over here, and have expressed most freely their appreciation of the good time English children have.



Impervious to all weather conditions are these suits, which have been built by Burberrys. (See page 206.)

pinness, and everyone wished for that. The young Earl of Burlington was a page, and also his brother, Lord Andrew Cavendish. The Duchess of Devonshire played, but quite neglected to look, the part of grandmother to these pages, and to Master Macmillan and



Two tailored suits designed and carried out by Burberrys, which will find a warm welcome in the wardrobe of the sportswoman. (See page 206.)

Doubtless, when again in their native land, they will be told to be more diplomatic. The Spaniards adore their beautiful blonde Queen, and are rather jealous of her mother country. Queen Victoria Eugénie is nothing if not diplomatic! A. E. L.



*The Duchess of York's Schoolroom
—GLAMIS.*

Here is shown elaborate embroidery by the Countess of Strathmore, incorporating the names of her children and the dates of their birth.

The Ghosts of Glamis

THIS feudal castle home of Macbeth nine hundred years ago, is, as might be expected, a house of legendary mystery and grim, eerie history.

The great antiquity of the central pile is evidenced by the stupendous thickness of the pre-mediæval walls, probably over one thousand years old. Within their twelve-foot compass are numerous stairs and passage ways, many known and many whose secret has been lost.

A number of the rooms are haunted by their own special spectre. There is also a ghostly 'Grey Lady!'—not permitted inside—and a 'dread mystery' of identity unknown.

Glamis is now well-known as the childhood's home of Lady Elizabeth Bowes-Lyon, Duchess of York, whose family have occupied the house since the 14th century, a wonderful record in this land of raids and forays.

We should like to mention here another record concerned with Scotland—John Haig Scotch Whisky was first distilled nearly three hundred years ago by the oldest distillers in the world—1627.



By Appointment.

Dye Ken
John Haig?

Fashions and Fancies.

Suits for All Sports.

The season is over, and every one is busy contemplating fashions for the holidays. For the yachtswoman, what could be neater or more practical than the suit on page 204, for which Burberrys,



Strenuous shopping is a delight when one is armed with a bottle of "4711" Eau-de-Cologne, which banishes all fatigue.

Haymarket, S.W.1, are responsible? This suit, the hall-mark of which is simplicity, is carried out in navy and white serge. Burberrys have also designed the little yachting cap which completes the picture. Ideal for the golf enthusiast are the suits on the right of page 204. Burberry gamefeather tweed is the fabricating medium of the one on the right. This tweed, as the name implies, is made of cloth in which

are incorporated the colourings of the plumage of game birds. A novel feature of this toilette is the snakeskin hat, which is small and close-fitting, and therefore highly practicable for sports wear. On the left is a suit of Burberry Floretta tweed, which is obtainable in all shades. The neat little leather hat is made to tone.

Weatherproof Fishing Suits.

Devotees of the rod and line will have nothing to fear from the weather when clad in either of the suits pictured on page 204. The one on the right is of Burberry Solgardine, a lightweight, self-ventilating weatherproof, which is supplied in a variety of attractive colours. Those who prefer more sombre neutral shades will find absolute satisfaction in the one on the left, for which Burberry Weatherproof gabardine has been utilised. An illustrated catalogue of their newest models will be sent gratis and post free on application to Burberrys, Ltd., Haymarket, S.W.1. Their models are exclusive, as also are most of their materials.

"4711" Eau-de-Cologne.

A number of people regard eau-de-Cologne as a luxury, but this idea is one that should be eliminated, for, though as a perfume it may be considered so, it is invaluable as an antiseptic, and in this capacity no one can possibly classify it under that heading. Tradition tells us that in Cologne it was originally used to support the sanitary condition of that city, and not as a conceit of the toilet table; and certainly the antiseptic uses to which it can be put are manifold. As a spray in a sick-room or office it not only freshens and purifies the air, but actually destroys germs. In the bath too, besides being refreshing and invigorating, it exercises its properties as a disinfectant and wards off disease. This delightful perfume is also invaluable in cases of faintness and headache; it affords instant relief when inhaled, and produces a most soothing effect if used for bathing the forehead and temples. "4711" eau-de-Cologne, which is distinguishable by its striking blue and gold label, should find a home in every household. It is sold by all chemists and stores of prestige, both in unbreakable wicker-covered bottles specially designed for travelling, and in little watch-shaped bottles with sprinkler tops, which may be conveniently carried in the hand-bag, where they are ever ready in cases of emergency.

Novelty of the Week.

The woman who wishes to look her best despite the devastating effects of excessive heat upon the complexion should invest in a 3s. 6d. bottle containing

the wonderful new preparation which removes at once all traces of heat and moisture, imparting at the same time a refreshing fragrance. It is a special lotion, which has almost the appearance of plain water, and by gently massaging a small quantity into the face just before lunch or dinner, or when returning from a strenuous game, the skin remains cool and beautiful indefinitely. During the summer months it is invaluable to the fastidious woman, and I shall be



A tiny bottle of Eau-de-Cologne slipped in the hand-bag promises fragrance and freshness to the most energetic summertime dancer.

pleased to give full particulars, stating where it is obtainable, to all readers who apply to this paper.

Holidays on the West Coast

Abergele
Aberystwyth
Amlwch
Bangor
Barmouth
Beaumaris
Bettws-y-Coed
Blackpool
Carnarvon
Colwyn Bay
Conway
Criccieth
Deganwy
Fleetwood
Grange
Isle of Anglesey
Isle of Man

The healthiest Holiday places in Summer and Autumn are on the West Coast of Great Britain.

THE PREVAILING WINDS THEN ARE FROM THE WEST,

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Take your Holiday on the West Coast—there are many Resorts to choose from

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Llanrwst
Lytham Saint Annes
Menai Bridge
Morecambe
Nevin
Portmadoc
Prestatyn
Pwllheli
Rhosneigr
Rhyl
Southport
Trefriw Spa
Cumberland Coast

Illustrated Guide at any L M S Station or Town Office, or on application to the Passenger Commercial Superintendent, Euston Station, London, N.W.1.

TRAVEL
"The Best Way"
L M S



*Maintain your Health during the
Summer months by drinking delicious*

OVALTINE

TONIC FOOD BEVERAGE

TEN YEARS AFTER.

[Continued from Page 192.]

displacement of power and influence in favour of the victors, similar to that which had resulted from the wars of 1859, of 1866, and of 1870, only greater in proportion to the dimensions of the World War. But we find ourselves, on the contrary, in face of a situation which resembles that created by the wars of the Revolution and the Empire, and which, perhaps for that reason, appears absurd and incomprehensible to many minds.

In 1815 one would have said that all the wars of the Revolution and of the Empire had been without effect from the point of view of the balance of power in Continental Europe. The situation returned to what it had been in 1789. France withdrew within her ancient limits; the Austrian Empire preserved approximately, but under different forms and with equivalent territories, the influence of the Holy Roman Empire to which it had succeeded; the power of Prussia and that of Russia had not changed much one way or the other; even though their territories had suffered some alteration. But, on the other hand, enormous changes had taken place in the interior of each State. The wars had transformed the structure of the whole of Europe. Only vague resemblances remained between the monarchy of Louis XVIII. and that of Louis XVI; between the Prussia of Frederick William III. and that of Frederick the Great; between the Empire of Austria and the Holy Roman Empire.

It has been the same with the World War, though to a more limited extent. It has annihilated some ancient States, and has created new ones; but it has not permanently aggrandised any of the ancient Powers. One might at one moment have supposed that England would profit in Asia by the Russian catastrophe. It becomes every day more evident that the downfall of the Muscovite Empire has enfeebled the position of England in Asia, because the Asiatic peoples, delivered from the Russian danger, have become less willing to tolerate English domination or influence. The destruction of the Austro-Hungarian Empire has added to the security of Italy; but it has not increased her power, as certain political parties hoped and foretold. The relative situation between France and Germany has not changed in a radical manner.

But the World War has profoundly altered the interior organisation of nearly all the States of Europe. With the exception of Switzerland and France, the whole of Europe was governed in 1914 by political systems, under varying forms, which represented a transition between the monarchical absolutism of the time before 1848 and democratic institutions. The social order was based upon a mixture of dynastic traditions and democratic principles. This mixture has disappeared since the collapse of the monarchical

enormous events of which we have been witnesses since 1914, it is upon this internal transformation that all our attention should be fixed. One cannot repeat this too often. The great surprise of the War, the enormous event which has upset the equilibrium of the globe, is the Russian Revolution, which dislocated the whole monarchical system of Europe by preparing the fall of the Hohenzollerns and the Hapsburgs. With the Russian Revolution, the great political crisis begins which the World War has bequeathed

to Europe, and with which all the other problems that torment us are connected. To organise and make effective the institutions of democracy on the basis of universal suffrage, in great countries, with tens of millions of electors, men and women, is a task of almost superhuman difficulty. The only two great countries in which pure democracy, without monarchy or aristocracy, has been applied, are France and the United States; for the States of South America are still aristocratic republics, as was Rome. But what a mighty effort has the noble ambition to govern themselves cost those two nations!

And yet all the peoples of Europe will, in their turn, have to attempt to make this effort. The hope cherished in some political and intellectual circles, that well-inspired dictatorships will be able to save the people this effort, seems a little chimerical. The events in Italy show what mines may explode around a dictatorship at the moment when it believes itself most powerful.

Only too often, among the troubles and anxieties of this crisis, the peoples of Europe will find themselves regretting the good old times before 1914, the advantages of which we are only now beginning to appreciate. One does not realise the value of a possession until one has lost it. Talleyrand used to say that those who had not lived under the old régime did not know the sweetness of life. We shall often have occasion to repeat his words in regard to the twenty years which preceded

the War. But all those regrets, though very understandable, will in no way change the destiny of the generations to come. The tragedy of history is that all the great crises of humanity sweep away many things that are great and good, and that have to be reconstructed later, little by little. And at this season ten years ago, one of the greatest crises of humanity began, of which, up to the present, we have only heard the prologue.



NEAR VICHY, PLACE OF RECREATION AND CURE: CHÂTELMONTAGNE.

The village shown in the photograph is in the vicinity of Vichy, one of the most famous of cure towns. Only 365 kilometres from Paris, and with plenty of railway communication, Vichy draws thousands of visitors every year in search of health and holidays. Here are the famous Vichy springs, whose waters rise into receivers in the thermal establishments, and are distributed from taps. Though the waters are of great curative power, patients are recommended not to drink them without a doctor's prescription. Social life in the way of theatres, races, outdoor sports, shooting and boating is catered for so completely as to give zest to those who merely go to take the cure.

cal system. There remains in Europe no other principle of legitimacy than the will of the people; the nations are faced by the dilemma either to govern themselves or to submit to dictatorships based upon force, which are feeble and violent, as are all Governments of doubtful legitimacy.

When one thinks of what Europe was ten years ago, in the last days of a century that was all too happy, when one endeavours to seize the profound meaning of the

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Amsterdam
1575

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British Empire Exhibition, Palace of Engineering, Exhibit 63.

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In addition to the well-known Lanchester 40 H.P. Car we are now producing a new 6-cylinder Model of 21 H.P., designed to meet the demand for a high-grade Car of medium power. It is almost a replica of the "Forty," but in no way supersedes or competes with it. Particulars will be gladly sent on request.

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THE CHRONICLE OF THE CAR.

The Tarring Season.

As usual at this time of the year, complaints are many and bitter about the inconsiderate—to put it mildly—methods of road-tarring affected by too many local authorities. Many thousands of pounds'



ON ONE OF THE NARROW BRIDGES OF BOURTON ON THE WATER:
A 40-50-H.P. SIX-CYLINDER NAPIER LANDAULETTE.

This photograph was taken during a tour over the Cotswold Hills. Three picturesque old bridges can be seen.

worth of damage to cars is done every year by the flooding with tar of road-surfaces, which are left wet, and often with the slightest pretence of top dressing, for passing traffic to distribute all over the countryside. It should be said that there are enlightened road surveyors who realise that the proper way of treating their roads is to tar half the width at a time. This causes the minimum of inconvenience and damage, though both are inseparable from the tar treatment of roads. This the motorist does not mind so much, realising that it is part of the price he has to pay for smooth, dustless highways. But the crude methods which are usually followed are another thing altogether, and it seems strange that there is no redress in law. Whether or not the motorising organisations have taken competent legal advice as to this point I do not know, but it seems to me

they might with advantage do so, if they have not. The law of the highways is clear upon the point that a highway authority is not responsible for any accident or untoward happening which may result from its failure to do something. But it is responsible for the results of anything which it actually does. Now, road-tarring is certainly something done, and it would, to the lay mind, seem quite clear that if actual damage could be proved as a result of the use of improper methods of doing something—tarring, to wit—an action would have a good chance of succeeding. It is quite clear, in any case, that something more should be done to abate the nuisance than seems to be the course adopted by the organisations. It is all very well to make representations, but there seems to be a good deal of deliberation about the use of the methods to which I have referred, and a mere protest is of no avail where actual malice is at work.

His Majesty's New Cars.

The other day, by the courtesy of Messrs. Stratton-Instone, Ltd., who are supplying them, I was privileged to inspect the five new

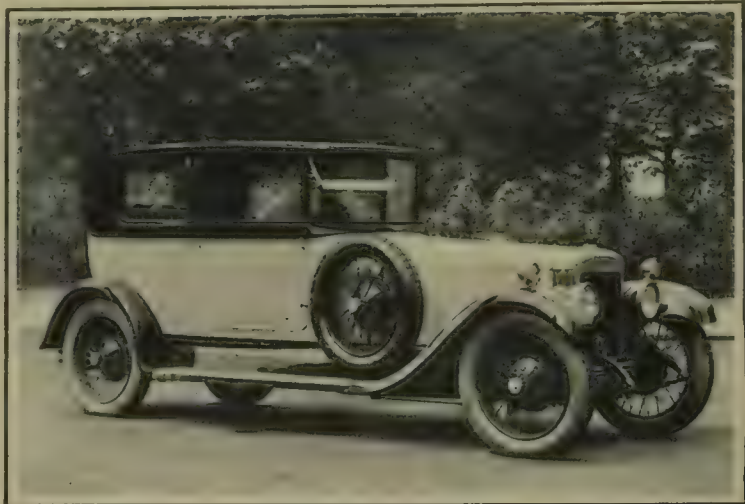
Daimler cars which are to be delivered to his Majesty the King. There are two limousines and two shooting brakes of 57-h.p., and a 20-h.p. limousine. The first are for the use of their Majesties, and are the last word in quiet, unobtrusive luxury. If anyone associates the idea of Oriental magnificence with the royal conveyances, he has only to regard these two fine cars for his mind to be completely disabused. Fitting cars for a King, they would yet pass almost without remark if it were not for the royal colours and cipher. The cars are a real credit to the Daimler Company, who made the chassis, and to Messrs. Hooper and Co., the royal carriage-builders.

I must say I was even more impressed by the Daimler limousine which his Majesty has had in use for nearly fourteen years, and which, in that period, has covered rather over two hundred thousand miles. It is true that the royal cars receive almost slavish attention, and are always kept up to the last ounce of their efficiency; but, even so, for a car to run that mileage and to be in use for more than a decade, while still remaining a worthy car for a King, stamps it as a production verging on the marvellous. I am much more minded to congratulate the Daimler Company on the performance of the old car than on the honour of being allowed to supply the new.

Low-Pressure Tyres.

Hitherto, I have had rather an open mind regarding the future of the low-pressure "balloon" tyres.

Even now I cannot say I have had any real experience of them, but I cannot doubt the accumulated evidence which comes to me regarding their behaviour and their effect on the comfort of motoring. Added to this, there is conviction in the numbers of manufac-



A HANDSOME STRATTON-INSTONE PRODUCTION—THE TWO-DOOR TYPE
CONVENIENT FOR THE OWNER-DRIVER: THE SPECIAL 35-H.P. DAIMLER CAR.

turers who are adopting the new tyre as a standard part of the equipment of their cars. Take, for instance, the case of the Citroën. I don't know what the output of the Citroën factory is, but I know it is numbered

(Continued on page 214.)

ROLLS-ROYCE

THE BEST CAR IN THE WORLD

A recent
EXPERT OPINION
concerning the
20 H.P. ROLLS-ROYCE

"This week . . . I took it for a day's tour under owner-driver conditions. The latest experience has served to explain to me, as it would to anybody, how it comes about that the firm has had to increase its production of this type, for a sweeter running car one is unable to imagine. . ."

Mr. H. Massac Buist
in the
"Morning Post" of July 5th, 1924

ROLLS-ROYCE LTD.

15 CONDUIT STREET, LONDON, W.1
TELEGRAMS: ROLHEAD, PICCY, LONDON
TELEPHONE: MAYFAIR, 6040 (4 LINES)

FIAT

The Car of International Reputation.

REVISED PRICES

Effective August 2nd.

Range of Touring Cars.

10/15 h.p. Chassis - £235 <small>Tax (£11)</small>	15/20 h.p. Chassis - £325 <small>(Tax £14.)</small>
10/15 h.p. Torpedo - £340	15/20 h.p. Torpedo - £515
10/15 h.p. 2/3 Seater - £350	15/20 h.p. ³ / ₄ Landaulet £695
10/15 h.p. Saloon - £395	20/30 h.p. 6-cyl. Chassis £460 <small>(Tax £21.)</small>
10/15 h.p. All-Weather £410	20/30 h.p. 6-cyl. Torpedo £720
10/15 h.p. ³ / ₄ Coupé - £495	20/30 h.p. 6-cyl. ³ / ₄ Landaulet £920
40 h.p. 6-cyl. Chassis fitted with front-wheel brakes £720 <small>(Tax £27.)</small>	

Current Models will be continued in 1925.

Standard Equipment for every touring car and chassis includes:—Electric lighting set and starter, 5 lamps, clock, speedometer, spare wheel complete with tyre. Any type of Coachwork supplied.

Fiat creates New World's Record.

Eldridge on 300 h.p. Fiat broke World's Record for flying kilometre, Paris, July 12th, 1924.

Average speed 234.980 kilometres per hour.

All Fiat cars are subjected to the severest tests on the unique roof track of the Fiat works, Turin, Italy, the largest and most modern Automobile Factory in Europe.

WARNING

With every Fiat car a full guarantee is issued by this Company. Every purchaser should obtain this guarantee and see that it bears the chassis and engine numbers of the machine purchased. The public is warned not to purchase a car without this guarantee.

Registered Offices & Showrooms:

43-44, Albemarle Street, London - . . . W.1

Telephone: Gerrard 7946 (4 lines.)

Wires: "Fiatism, Piccy, London."

Works: WEMBLEY, MIDDLESEX.

(Fiat Motors Limited)

FIAT

RADIO NOTES.

THE second All-British Wireless Exhibition, organised by the National Association of Radio Manufacturers, will be held this year at the Royal Albert Hall, Kensington, from September 27 to October 8, inclusive. The public will be admitted at a charge of 1s. 6d., inclusive of entertainment tax. It is believed that this will be the first occasion upon which the Royal Albert Hall will be used for trade exhibition purposes, and it has been selected because of its spaciousness, convenience, comfort, and accessibility. A very large floor space is available, and upon this a uniform system of open stands, each on its own raised platform, will be erected.

An elaborate and tasteful scheme of decoration in blue and gold has been devised, and it is expected that, in addition to the displays of receiving-sets, etc., the British Broadcasting Company will transmit daily programmes for the interest of visitors to the Exhibition.

During the past year, wireless has made immense strides in popularity, and has become an important factor in the life of the nation. The Exhibition will show the great progress made both in scope and technique. The innumerable exhibits, covering every branch of the new science, will illustrate the great developments made not only in the power and purity of reproduction of broadcasts, but also in ease of control, reliability, simplicity, and economy in cost and upkeep of a receiving-set.

The British radio industry, which in this forthcoming Exhibition seeks to give to the public a full and comprehensive idea of what is being done, is still in its infancy. Already, however, it employs many thousands of British workers, and its products are finding a market in all parts of the world.

Listeners who have a bent for experimenting in obtaining long-distance results with the minimum of

apparatus will be interested in a receiving-set for which great claims are made by the makers. It is known as the "Fitton One," and employs only one valve. At a distance up to about ten miles from the nearest broadcasting station the set will operate a loud-speaker in a small room. With six volts to the filament of the valve and eighty volts to the plate, the writer of these notes tuned-in Birmingham, over a hundred miles away, using an indoor aerial, six miles

very carefully. The two tuning knobs must be turned very slowly, otherwise the spot at which reception occurs will be missed.

As the pioneer of illustrated journalism, *The Illustrated London News* has moved with the times ever since its inception in 1842. A paper such as this must illustrate current events and many other matters of which readers are cognisant already by reading daily papers. Other subjects of equal interest are brought to the notice of our readers as the result of the journal's own sources of information. Broadcasting has added yet another origin of information, and by it the public—which includes our readers and ourselves—becomes acquainted with novel subjects, many of which are brought to general notice for the first time by the medium of broadcasting.

By its aid *The Illustrated London News* became aware on a certain night some months ago that several hundred thousand people in all parts of Great Britain knew more concerning the atom than they did the day before. The information was put to them in a way which could not fail to arouse interest, and the speaker referred to his lantern slides which were projected in the hall at Liverpool where he was speaking. Those slides were reproduced in the following issue of *The Illustrated London News*, and enabled thousands of our readers to see the pictures which they had heard described by radio. During the visit to London of H.H. Prince Tafari of Abyssinia, an exceedingly interesting talk was broadcast, dealing with the personality of the Prince and with the country of Abyssinia. The information was new—the speaker had returned from there only about a year ago—and our readers have since had in the *I.L.N.* an article, with illustrations, giving the story of the Abyssinian visitor and his country, as interesting as that which many of them heard by broadcast.

W. H. S.



AFTER THE UNVEILING BY THE PRINCE OF WALES: BISHOP TAYLOR SMITH DEDICATING THE D.C.L.I. MEMORIAL AT BODMIN.

As Colonel-in-Chief of the Duke of Cornwall's Light Infantry, the Prince of Wales unveiled the War Memorial at Bodmin to the 4285 fallen of this regiment. The memorial stands outside the Barracks, where the Prince inspected a guard of honour of members of the British Legion and also presented a shooting trophy and medals.

from London. The best results in long-distance reception with this set are obtained by experimenting by varying the filament and plate voltages, until the station sought comes in purely.

As is usual with a set of this type, the local station is received very loudly up to a distance of twenty miles or so, and tuning is accomplished very easily. To receive stations a hundred miles or more away, tuning becomes more difficult, and must be done

interesting talk was broadcast, dealing with the personality of the Prince and with the country of Abyssinia. The information was new—the speaker had returned from there only about a year ago—and our readers have since had in the *I.L.N.* an article, with illustrations, giving the story of the Abyssinian visitor and his country, as interesting as that which many of them heard by broadcast.



King Richard II. resigning the Crown to Bolingbroke.

(Reproduced, by permission, from the original in the possession of the Liverpool Corporation.)

This is the earliest extant signature of an English King, as distinguished from mere marks put against their names in early charters.

Richard

HISTORIC SIGNATURES

Character in Whisky embraces Quality and Age.

THAT which distinguishes an aristocratic Whisky like "Red Tape" from ordinary whisky is birth and upbringing. It is high-born to begin with, but, even so, many, many, many years are devoted to its upbringing to ensure that high degree of refinement which makes "Red Tape" the rare and delectable Whisky it is.

"Red Tape"
REGD
The Whisky

Very Old—Very Aristocratic.

If you do not know where to obtain it locally, send us your cheque for £7 16s. 0d. and we will forward a case of 12 bottles through our nearest Agents.

Obtainable from

The Victoria Wine Co., Ltd., 12/20, Osborn St., E.1
and at all their branches.

Sole Proprietors: **BAIRD-TAYLOR BROS.,**
68, Bath Street, GLASGOW, SCOTLAND.

Baird Taylor Bros Ltd.



"The Major."

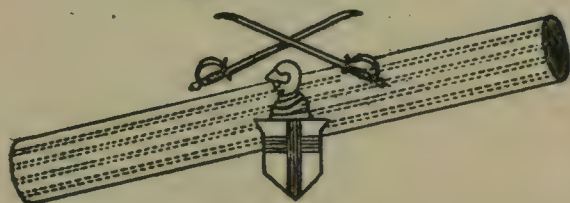
Of course he does not smoke Ink.

BRONZE Powder and Printer's Ink, even in a good Cigarette, must be inhaled with the smoke. CAVANDER'S ARMY CLUB Cigarettes are rolled in pure *Ribbed Rice Paper*, unspoilt by the addition of Printer's Ink or Bronze Powder, and the matured golden Virginia Tobacco and the manufacture are as perfect as the paper.

Cavander's say—don't smoke Ink—
smoke

Cavander's

“**Army Club**”
Cigarettes



Free from the contamination of
Printer's Ink and Bronze Powder

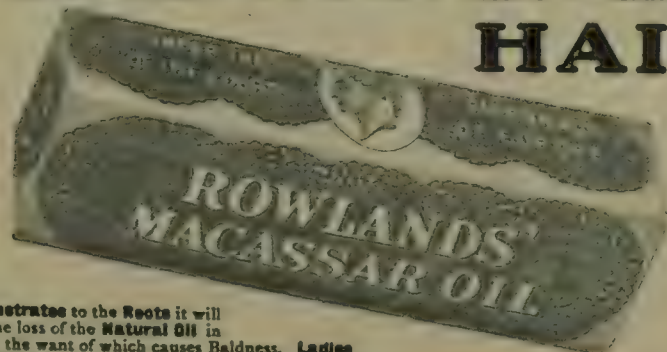
(CAMBRIDGE SIZE)
20 for 1/3

Cavander's Limited, Manchester and London.
The Firm of Three Centuries. Established 1775.

Rowlands' Macassar Oil

is AN ABSOLUTE NECESSITY for all who wish to Preserve and Beautify their

HAIR



As it Penetrates to the Roots it will replace the loss of the Natural Oil in the Hair, the want of which causes Baldness. Ladies and Children should always use it, as it lays the foundation of a Luxuriant Growth. Also prepared in a Golden Colour for Fair Hair. Sold in 3/6, 7/6, 10/6, and 21/- bottles, by Stores, Chemists, Hairdressers, and Rowlands, 112, Gullford Street, Gray's Inn Road, London, W.C.1.

BURBERRY

COMPLETE SHOOTING KIT

The most comfortable and protective outrig for the moors. Designed by sportsmen for sportsmen, it assists skill by ensuring absolute freedom, keeps the wearer dry when it rains, warm when it is chilly, yet, naturally ventilating, is delightfully cool on the hottest day. The Kit consists of a

BURBERRY SUIT

—Jacket with Pivot Sleeves, as illustrated, or choice of twenty other workmanlike models, and Plus-Fours or Knicker-Breeches—in exclusive Burberry-proofed materials—Burberry Gabardine, Gamefeather, Silvering, Plus-Beau or Floretta Tweeds; and

THE BURBERRY

The ONE Weatherproof in which it is possible to shoot as quickly and accurately as when not wearing an Overcoat. Featherlight, thin and flexible, The Burberry makes no difference to the "set" of the gun and enables the sportsman to maintain top form healthfully protected against rain, mist or cold.



Burberry Suit
Model A1934.



Illustrated
Catalogue
& Patterns
of Shooting
Materials
Post Free.

Every
Burberry
Garment
bears the
Burberry
Trade Mark.

The Burberry.

BURBERRYS

HAYMARKET
S.W.1 LONDON

8 & 10 BD. MALESHERBES PARIS; & PROVINCIAL AGENTS

Burberrys Ltd.

"CHRONICLE OF THE CAR."—(Continued from Page 210.)

in thousands of cars annually, and also I know that M. Andre Citroën is not the man to pin his faith to the untried thing. He has just announced that all he makes in future are to be fitted with low-pressure tyres. Then, one question that had to be settled was their no-trouble qualities. This last has been set at rest by the records certified by the R.A.C. as having been set up at Brooklands by a six-cylinder A.C. On this car a set of four Dunlops ran for two periods of twelve hours at speed without the slightest trouble and with only negligible wear. As to the extra comfort they afford, there is no question about that. I have been so struck with this quality that I have resolved that when I have at last succeeded in wearing out the set of high-pressure Dunlops—which are now in their tenth thousand—I am going in for "balloons." Unfortunately, this means new wheels, which makes the cost rather prohibitive to the average owner-driver; otherwise, I really believe that in twelve months from now there would be hardly a high-pressure tyre sold.

That "Austin Seven" Again.

At the Brooklands Midsummer Meeting this remarkable little car put up two splendid fights against cars of all sizes in the twenty-ninth 75 m.p.h. long and short handicaps. In the former event Mr. F. H. B. Samuelson, driving his "Austin Seven," finished second, being beaten only by a car of 2814 c.c., or nearly four times the cylinder capacity of the Austin. In the latter event Mr. Samuelson again put up a magnificent performance, running into third place, and yielding only to cars of 1261 c.c. and 1795 c.c. respectively, as against the "Baby" Austin's 749 c.c.

Notable Windsor Success.

The 10-15-h.p. Windsor, which has already attained much popularity as a light touring car, scored a notable success in the hill-climb recently organised by the Ulster Division of the Motor Trade Association at Red Brae, Carrickfergus. This was the first competition in which the Windsor had been entered, and both of the two Windsor cars which ran at Red Brae secured first place in their respective events.

THE MERCANTILE MERSEY.

THAT good wine needs no bush is an exploded saying in these days of publicity. Less than twenty years ago the average person living in the ports on the east coast knew little or nothing of the ports on the west coast, and *vice versa*. Now everyone has been familiarised with the main stream of life in our great industrial and shipping centres.

"The City of Liverpool Official Handbook,"* authorised by the Corporation, is a handy compendium of facts relating to the "second seaport of the world." Sandwiched between excellent photographs are tabloid essays on the port's multifarious activities, so that it can be used either as guide-book or as a work of reference. Articles on the mercantile interests of Liverpool and on its civic business undertakings by the experts in charge of them are especially valuable in the latter connection. The book proper is prefaced by little sketches of the leading businesses and the special firms catering for them.

* "The City of Liverpool Official Handbook," published by Littlebury Brothers, 3, Crosshall Street, Liverpool. Price 1s.

Every place of interest to the visitor and excursionist is neatly described so that one can estimate its value in relation to the time at one's disposal. Of special interest is a description of the new Liverpool Cathedral by the Rev. Charles Harris, M.A. Then there is a brief history of Liverpool from the earliest times, when Wulfic, Earl of Mercia, bequeathed the district to his heirs in a deed dated 1010. This is supplemented with drawings showing the port in the various stages of growth, with plans right up to the present day.

The last section comprises a selection of half-tone reproductions of many of the notable pictures in Liverpool's Walker Art Gallery. The brochure, which is excellently illustrated and indexed, is much more than a guide-book, and should be in the hands of all in need of up-to-date knowledge of the great port on the banks of the Mersey.

"It's only an advertisement!" How often was that phrase used once on a time? That it is used so seldom nowadays is a tribute not merely to advertising men, but to advertising itself. The reader feels this on perusing the Advertising Review published as a supplement by the *Manchester Guardian*, a paper always modern and complete in its enterprises. Proof that advertising cheapens and at its best adds to the graciousness of life is shown in the series of special articles contained in the Review. These cover so wide a field as the economic case for advertising, the illustrating of advertising, advertisement writing, some principles of beauty in advertising, psychology of advertising, and a calendar of interesting events in advertising.



George West's SATIN WATERPROOFS

An entirely new vogue in Ladies' Waterproofs. Exceedingly Stylish in beautifully cut Models. Here is an illustration of one of our numerous styles, which are tailored in many tasteful shades.

Prices 4 Gns. & 5 Gns.
Post Free.

COLOURS: Black, Navy, Nigger, and Grey Satin.

Sizes 44, 46, 48, 50 & 52 inches long.

MAGNIFICENT NEW BUILDING.

Now Open at

211 - 213, REGENT ST., W. 1

(Facing Liberty's.)

SHOWING LADIES', MEN'S, GIRLS' & BOYS'
RAINCOATS & WATERPROOFS
of every description.

GEORGE WEST LTD

Post Orders to Dept. 400,

New Branch—

443 - 445, OXFORD ST., W. 1

211 - 213, REGENT ST., W. 1

(Facing Selfridges).

(Facing Liberty's).



A Hint on Steering—I.

EVERY car runs straight until it is turned either by the road or by the wheel. It "wobbles" only because the beginner tries to steer too much and has not yet learned to guide it by steady PRESSURE on the wheel.

Never watch the bonnet or the wings; look well ahead. In two seconds, travelling at thirty miles an hour, you will be almost on top of an object that was first seen when thirty yards away.

(To be continued).

Four-door Saloons

16 hp. £650

20 hp. £775

25 hp. 875

35 hp. 1125

16 hp. B.S.A. (Daimler Engine) £500



BY APPOINTMENT

THE
Daimler
COMPANY, LTD.,
COVENTRY

Q.K.104



Vessels
Touching
Canadian
Ports
Should
Carry

British Consols Cigarettes

Mild, Sweet Old Virginia

Largest Independent
Tobacco Manufacturers
in the British Empire

W.C. MACDONALD
REG'D. INC.
MONTREAL, CANADA

British Consols obtainable
on all C.P.R. Liners

Exide

THE LONG LIFE BATTERY

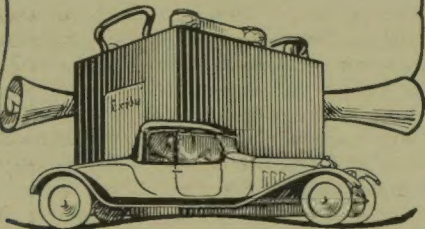
The EXIDE BATTERY that starts and lights your car so perfectly to-day, has taken thirty years of patient research to bring it to its present highly efficient state.

It is not a "mushroom" growth, but the successful termination of a constant endeavour to find the BEST means of storing energy on your car.

Exides are manufactured in the largest battery works in the British Empire.

THE **Chloride** ELECTRICAL STORAGE COMPANY LIMITED

CLIFTON JUNCTION, Near MANCHESTER.
219, 229, SHAFTESBURY AVENUE, W.C.2.



GREY HAIR

HINDES HAIR TINT

tints grey or faded hair any natural shade desired—brown, dark-brown, light-brown, or black. It is permanent and washable, has no grease, and does not burn the hair. It is used by over a million people. Medical certificate accompanies each bottle. Of all Chemists, Stores and Hairdressers, 2/6 the Flask.

HINDES, Ltd., 1, Tabernacle Street, City, London.



Oakey's "WELLINGTON" Knife Polish

The Original Preparation for Cleaning and Polishing Cutlery and all Steel, Iron, Brass, and Copper articles. Sold in Canisters at 3d., 6d., & 1s., by Grocers, Ironmongers, Oilmen, &c. Wellington Emery and Black Lead Mills, London, S.E. 1

PERRY PENS

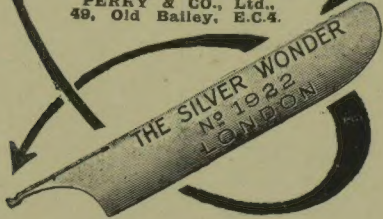
TESTED
No. 1922.

THE "SILVER WONDER"

A new and most delightful Pen with a special turned-up point. It cannot scratch, spurt, or dig into the paper. Made of silver white metal that will not corrode. The smoothest and easiest pen yet made.

Sample box containing 12 pens 6d. to be obtained from all Stationers or from

PERRY & CO., Ltd.,
49, Old Bailey, E.C.4.



REIMS Gd. HOTEL du LION D'OR AND RESTAURANT. 150 Rooms

80 Bathrooms.

Entirely New (1921-23)

Two Lifts. Large Garage.

Banish Gear Fear—

for all time. G.W.K. owners do not handle the gear lever in fear and trembling—they just move it from notch to notch, either up or down, with two fingers. You cannot make a noise or miss a gear.

The G.W.K. for disabled drivers is the most practical solution of the problem the automobile world has to offer. Even a double amputation does not debar you from being a G.W.K. owner-driver. Let us send you full details of this and all other models of the car that banishes gear fear.

10.8 h.p. Two-Seater
Standard Model - 200 Gns

All G.W.K. Cars are now fitted with the G.W.K. Silent Helical Gear. Synchronised Four-Wheel Brakes on "H" Models £10 10 0 extra.

G.W.K. Ltd. (Successors to G.W.K. (1919), Ltd.),

Cordwalles Works, MAIDENHEAD. 'Phone—Maidenhead 624

London Distributors: W. G. Nicholl, Ltd., 50-54, Whitcomb Street, W.C. 2. Agent: Capt. Richard Twelvetees, F. & P.

Vandervell, 199, Piccadilly, W. 1.



Mr. & Mrs. Brown discuss a glass of Lager

IV. A Dutch Impression



"I don't think the waiter can have noticed," said Mrs. Brown to her husband. They were still sitting at their table in one of the Wembley restaurants.

"Noticed what?" asked Henry Brown.

"Noticed you snap your fingers and say 'psst!'"

"But I never—" and then Henry observed that his wife was absently toying with an empty glass; and he also observed that it was quite a warm day; and like the perfect understanding husband that he was he ordered two more glasses of Barclay's Lager.

"After all, they were only small ones, weren't they" murmured Mrs. Brown with a sigh of content.

"If you really want to glory and drink deep," said Henry with a reminiscent look in his eye, "you should go to Holland. Imagine yourself there—a land overflowing with bulb-growers and Lager Beer. Why, at a single sitting you would get through—"

"Henry," interrupted his wife imperiously, "I will *not* be dragged to Holland—even in the spirit—and made a party to your disgraceful orgies. Besides, who wants to go to Holland when we grow such delightful Lager at home?"

"Exactly, my dear," said Henry Brown. "I was about to explain that I have never felt the *wanderlust* of my bachelor days since Barclays took to brewing Lager."

(To be continued)

Barclay's

London Lager

The only Lager Beer supplied to the British Empire Exhibition

Skin Healing

Torturing Skin Ailments, such as Eczema, Rashes, Ulcers, and Itching Eruptions are soothed and healed by Germolene.

Mrs. Buckwell's Testimony.

Mrs. Buckwell, 2, Alexandra Villas, Perry Hall Road, Orpington, Kent, says: "As a result of varicose veins my leg was red and angry from the knee downwards, and the pain and itching I endured were intense. The veins swelled and then broke, and in consequence I was often in bed for weeks at a time. Treatment failed to give relief, until at length my husband persuaded me to try Germolene. It was marvellous then how the pain was soothed, and how rapidly healing commenced. Germolene stopped the itching, and brought relief that I would not have credited if I had not actually experienced it. Now my leg is absolutely sound and well, and I am as strong and active as ever I was."



Mrs. Buckwell.

SOOTHES AT A TOUCH!

HOME PRICES: 1/3 and 3/.

Of all Chemists throughout the Empire.

Use Germolene for
Eczema, Rashes, Ulcers, Piles,
Itching, Cuts and Burns, Skin
Eruptions, Ringworm, Chapped
Hands, Chilblains, and all
Itching or Ulcerated Surfaces.

Germolene

The Aseptic Skin Dressing

Spend YOUR Holiday on a "Wolseley"

Wolseley

Prices:

TEN Two-seater, from	£250
TEN Four-seater, from	£285
FOURTEEN Touring Car	£425
FOURTEEN Saloon	£695

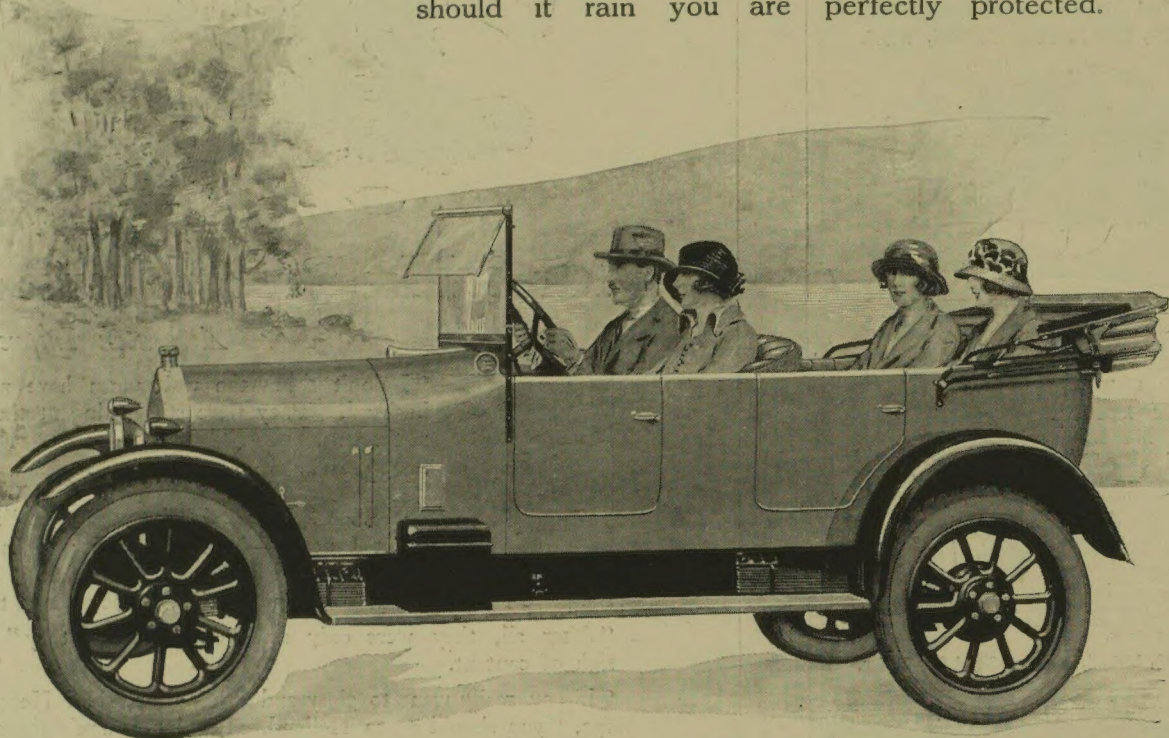
Dunlop Tyres fitted as standard.

Send for
Catalogue No. 20.

WOLSELEY MOTORS LTD.,
Adderley Park,
BIRMINGHAM

London Showrooms:
WOLSELEY HOUSE, Piccadilly.

The Wolseley All-weather
Road Map is a boon
to tourists. Ask us for
descriptive leaflet.



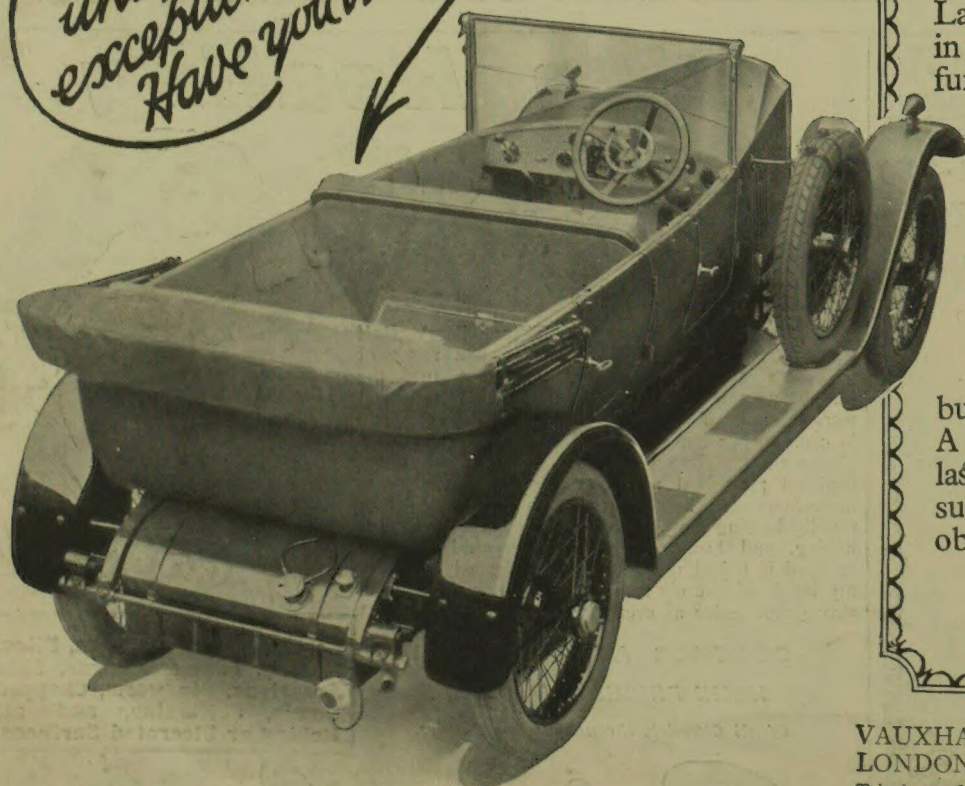
The Wolseley TEN Four-seater, Price £285.

The 23-60 h.p. VAUXHALL

Smooth silent motion, power to spare, low expenses

*Here is a car of
unique design and
exceptional merit.
Have you tried it?*

23-60 h.p. Vauxhall 'King-
ton' touring car, with
Vauxhall four-wheel
brakes (925). There is a
complete range of closed
and convertible bodies.
14-40 h.p. Vauxhall from
£595
30-98 h.p. Vauxhall from
£1220



THE design of the 23-60 Vauxhall takes into account not only power but refinement, not only speed but driving ease, not only efficiency but economy. More than 60 b.h.p. is developed by the engine at a rate of revolution not very high, and vibration being neutralised by the Lanchester harmonic balancer, solely used in the 23-60 Vauxhall, its smoothness of functioning is impressive.

A cruising speed of 40 or 45 m.p.h. is light work for the 23-60, which has an easily attained maximum of about 65 m.p.h. The power-to-weight ratio moreover is such that frequent gear-changing is obviated.

Low expenses are ensured not only by the demonstrated reliability and wearing qualities of the Vauxhall make, but also by its tyre and fuel economy. A user's report shows that a set of tyres lasted for 20,000 miles. A petrol consumption of 20 miles to the gallon is often obtained.

Vauxhall
THE CAR SUPEREXCELLENT

VAUXHALL MOTORS LIMITED, LUTON, BEDFORDSHIRE
LONDON: 174-182 GREAT PORTLAND STREET, W.1
Telephone: Museum 8216 (3 lines) Telegrams: Whirling Phone London
Canada: 188 King Street West, Toronto
LONDON AGENTS: SHAW & KILBURN LTD., 20 CONDUIT STREET, W.1

23-60 h.p. Vauxhall 'Kington' touring car

L.N.E.R. HOLIDAYS IN BELGIUM

Via HARWICH—ZEEBRUGGE
27th June—15th September
Mondays · Wednesdays · Fridays
LIVERPOOL STREET STATION DEP. 8.40 P.M.
Electric Trams to Knocke, Ostend, etc. Boat Express to Bruges, Brussels, etc.
Omnibus meets boats for convenience of Passengers.

CHEAP WEEK-END TICKETS

Every Friday for Return Sunday or Tuesday

From LONDON, 1st cl. 60/-; 2nd rail, 1st steamer,
49/6; 2nd class, 40/-; no passports required
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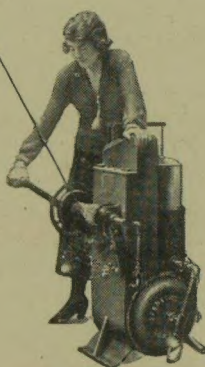
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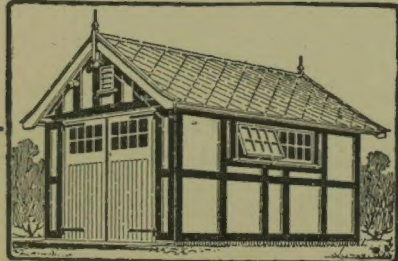
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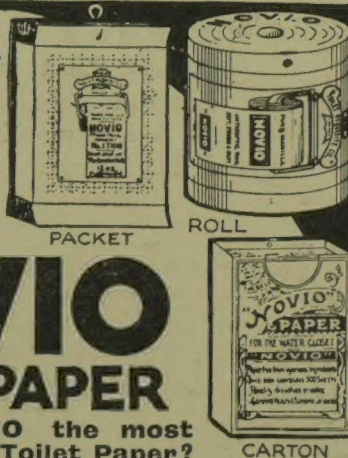
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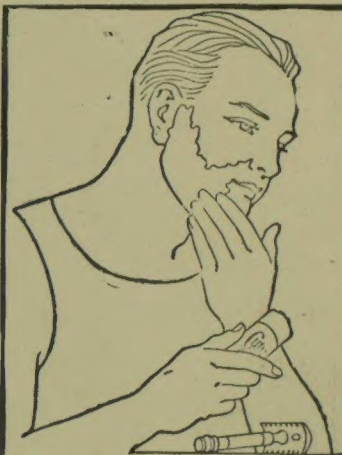
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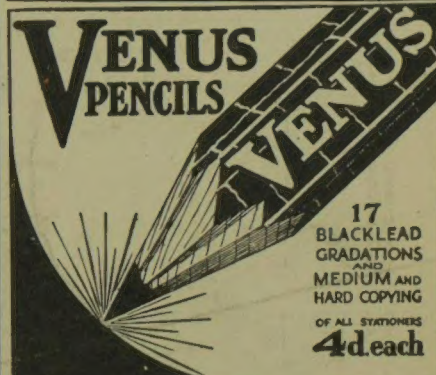
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